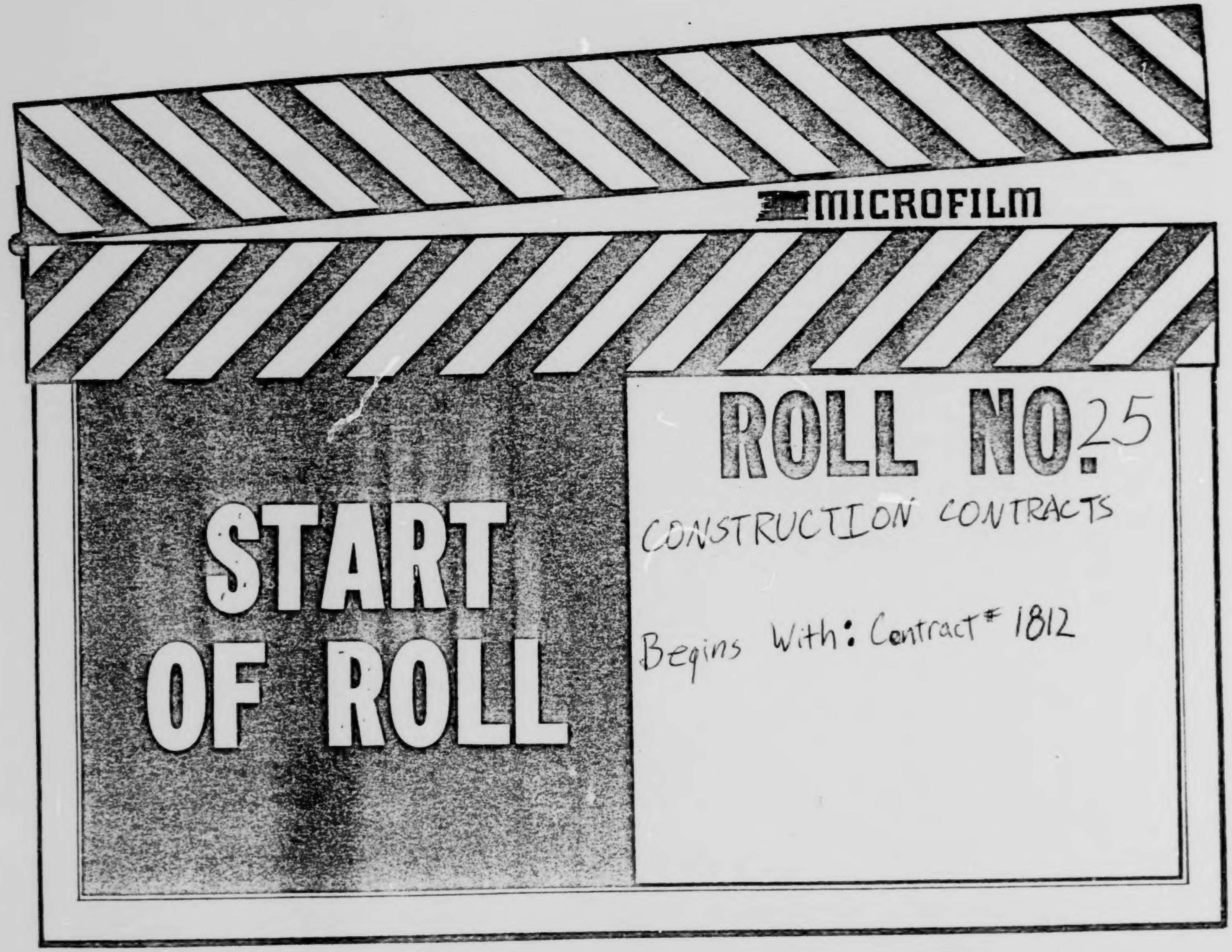

MICROFILM

START OF ROLL

ROLL NO. 25

CONSTRUCTION CONTRACTS

Begins With: Contract # 1812

CONTRACT # 1812

WPGH 19-A North Salem Undercrossing 1936

1812

RECEIVED
FEB 22 1939
FOR FILE
WPGH
19-a

February 21, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of October 22, 1938, concerning the Southern Pacific Company's bill for work performed by their forces on the North Salem Undercrossing, Projects Nos. WPGH 19-A and WPGM 176-B.

We are, accordingly, enclosing herewith copies of a letter received from the railroad company containing additional explanations of the items referred to in your letter.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

SOUTHERN PACIFIC COMPANY

65 Market Street, San Francisco, California

February 11, 1939 File: 911414/322

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention - Mr. O. S. Paxson

Dear Sir:

Please refer to your letter of December 2, 1938, transmitting comments by the Bureau of Public Roads on our final billing in connection with the construction of Underpass at North Salem, Oregon, WPGH 19-A and WPGM 176-B.

The following explanations cover the items upon which the Bureau has requested additional information:

(1) "Several items of flagging, totaling $74.38, which appear to be the obligation of the contractor are included in the bill."

Our billing for the above flagging service is in conformity with Oregon State Highway Commission, Bridge Department Circular letter #25-B, dated June 12, 1936, which states

> "Our contracts do not provide that the contractor provide flagmen or watchmen for railroad property, other than telegraph lines, and where such flagmen or watchmen are employed for purposes other than patrolling telegraph or signal lines, the costs should be invoiced the State ....."

(2) "Subsection (b) of Section 3 of the construction agreement provides for the State doing all necessary grading for the shoofly track. The bill contains the following items which appear to be work which was to have been done by the State."

Sheet 9 - Finish subgrade at hd. blk.			
	4/22 to 25/36	22 hrs.	$ 15.02
		259 "	95.83
Sheet 9 - Install drainage & construct shoulders			
	4/30/36	4 hrs.	2.73
		40 "	14.80
	5/9/36	8 "	5.68
		32 "	11.84
Unemployment tax 1%			1.46
W.C. Insurance at $10.234			14.93
P.L. " " .485			.71
			$163.00

The charge for finishing subgrade at head block was for work at the Portland end of the shoofly where a temporary turnout had been installed in the main track to facilitate the construction of the shoofly track.

The charge for installing drainage and shoulders represents restoration of shoulders which had been disturbed in distributing material and track construction.

The above charges are for work performed under traffic after the shoofly had been put in service on March 30, 1936 and are proper, as our contract with the State does not provide that work performed under traffic shall be done by other than railroad forces.

> (3) "The 735 cubic yards of river run gravel furnished by the company for shoofly track ballast appears to be an item provided by the agreement as one to be furnished by the State. However, there appears to have been a saving in cost made in the case of this ballast."

We believe that the State as a matter of economy requested that this ballast be furnished by the railroad.

> (4) "Subsection (c) of Section 3 provides for construction of permanent embankments by the State. The bill contains the following items which appear to be work which was to have been done by the State."

Leveling M.L. subgrade to standard - Sheet 28			
3/13 to 16/37	8	hrs. foreman	$ 4.81
	56	" labor	21.28
	80	" "	29.60
Leveling passing track subgrade to standard - Sheet 28			
	4	hrs. foreman	2.41
	20	" labor	7.60
	20	" "	7.40
Leveling M.L. subgrade - Sheet 28			
3/27/37	2-3/4	hrs. foreman	1.60
	2-3/4	" asst. foreman	1.44
	21-1/3	" labor	8.11
	13-1/3	" "	4.93
R.R. Ret. & Unempl. Taxes - 4-3/4%			4.24
W.C. Insurance at $10.234			9.13
P.L. " " .51			.45
-			$103.00

The above work was performed after the grading by the contractor had been completed and accepted. Due to wet weather intervening between the time of acceptance and tracklaying it became necessary to smooth up the subgrade in order that the ties in the skeleton track could be laid with full bearing and permit work trains to dump ballast without additional tamping and surfacing.

> (5) "No credit was given for three untreated cross ties shown as scrap on daily report of January 9, 1937, nor for forty-six untreated cross ties used in the temporary Hyde Company spur."

The three ties when released from the shoofly track were jointly appraised as scrap by the representatives of the State and Railroad. Since they were rendered scrap incident to the construction of the subway their value is a proper charge against the project.

The forty-six untreated cross ties used in the temporary Hyde Company spur were used in restoration of permanent track and as such represent replacements in kind and are not a proper charge to the project and the State is entitled to credit as follows:

46 - 7"x8"-8' Untreated Cross Ties at .7344 ea. $33.78

(6) "Material required for increasing the lengths of the Hyde Company, Shell Oil, Marion County Oil, and Union Oil spurs has been billed, but material released from the Valley Packing Company Spur has not been credited."

The increased lengths on the above mentioned spurs were required to provide adequate run-off due to raising the grade of the Main Line. At present the run-off on these spurs is on a grade of approximately 3%.

The material released from the Valley Packing Spur which was shortened 39 feet was the property of the Packing Company and was delivered to them.

Very truly yours,

(Sgd) W. H. Kirkbride

[illegible]CEIVED
OCT 24 1938
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.

October 22, 1938

[illegible]CEIV[illegible]
OCT 24 1938
Oregon State Highway Commission

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir:

In connection with our audit of the Southern Pacific Company's bills for work done at the North Salem Underpass, Oregon U.S. Works Program Grade Crossing projects WPGH 19-A and WPGM 176-B, the following questions were raised:

Several items of flagging which appear to be the obligation of the contractor are included in the bill, as follows:

"Flagging for Kern & Kibbe equipment work near track"	
4-15-36 to 4-21-36 -146 1/2 hrs. billed sheet 9 -139 1/2 hrs.	$51.62
7 "	3.89
"Flagging temp. crossing account trucking across shoofly"	
10-12-36 to 10-14-36 -19 hrs.-billed sheet 11-17 hrs.	6.46
2 hrs.	1.14
"Flagging contractor's operations Valley Pkg. Co.spur"	
3-15-1936 - 24 hrs.-billed sheet 16 - 24 hours	9.12
"Flagging crossing for truck"	
11-15-1936 - 1 hr. - billed sheet 22 - 1 hour	.37
Unemployment tax 1%	.73
W.C. insurance $1.205 on $72.60	.87
P.L. " .249 " 64.63	.16
" " .267 " 7.97	.02
	$74.38"

Subsection (b) of section 3 of the construction agreement provides for the state doing all necessary grading for the shoofly track. The bill contains the following items which appear to be work which was to have been done by the state:

"Sheet 9 - Finish subgrade at hd. blk.	4-22 to 25/36	22 hrs.	$15.02
		259 hrs.	95.83
" 9 - Shoulders and shoulders	4-30-36	4 "	2.73
		40 "	14.80
" 9 - " " "	5-9-36	8 "	5.68
		32 "	11.84
Unemployment tax 1%			1.46
W.C. insurance at $10.234			14.93
P.L. " " .485			.71
			$163.00"

Likewise, the 735 cubic yards of river run gravel furnished by the company for shoofly track ballast appears to be an item provided by the agreement as one to be furnished by the state. However, there appears to have been a saving in cost made in the case of this ballast.

Subsection (c) of Section 3 provides for construction of permanent embankments by the state. The bill contains the following items which appear to be work which was to have been done by the state:

"Leveling ML subgrade to standard, sheet 28			
3/13 to 3/16/37	8 hrs.	foreman	$ 4.81
	56 "	labor	21.28
	80 "	"	29.60
Leveling passing trk. subgrade to standard, sheet 28			
	4 hrs.	foreman	2.41
	20 "	labor	7.60
	20 "	"	7.40
Leveling ML subgrade,		Sheet 28	
3/27/37	2-3/4 "	foreman	1.60
	2-3/4 "	Asst. "	1.44
	21-1/3 "	labor	8.11
	13-1/3 "	"	4.93
R.R. Ret. & Unempl. taxes at 4-3/4%			4.24
W.C. insurance at $10.234			9.13
P.L. " " .51			.45
			$103.00 "

No credit was given for three untreated crossties shown as scrap on daily report of January 9, 1937, nor for forty-six untreated crossties used in the temporary Hyde Company spur.

Material required for increasing the lengths of the Hyde Company, Shell Oil, Marion County Oil and Union Oil spurs has been billed, but material released from the Valley Packing Company spur has not been credited. It is our understanding that the increased lengths of the Hyde Company and Shell Oil spurs were necessary to provide for run-off from the raised grade. If that is the case, we believe the cost of increasing the lengths of those two spurs is eligible.

Will you please give us whatever information you can concerning the questions so that we may make proper recommendations concerning the allowance of items questioned. A prompt reply will be appreciated.

Yours very truly,

W. H. LYNCH,
District Engineer

October 22, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir:

In connection with our audit of the Southern Pacific Company's bills for work done at the North Salem Underpass, Oregon U.S. Works Program Grade Crossing projects WPGH 19-A and WPGH 176-B, the following questions were raised:

Several items of flagging which appear to be the obligation of the contractor are included in the bill, as follows:

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"Flagging temp. crossing account trucking across shoofly"	
10-12-36 to 10-14-36 -19 hrs.-billed sheet 11-17 hrs.	6.46
2 hrs.	1.14
"Flagging contractor's operations Valley Pkg. Co.spur"	
3-15-1936 - 24 hrs.-billed sheet 16 - 24 hours	9.12
"Flagging crossing for truck"	
11-15-1936 - 1 hr. - billed sheet 22 - 1 hour	.37
Unemployment tax 1%	.73
W.C. insurance $1.205 on $72.60	.87
P.L. " .249 " 64.63	.16
" " .267 " 7.97	.02
	$74.38"

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" 9 - Shoulders and shoulders	4-30-36	4 "	2.73
		40 "	14.80
" 9 - " " "	5-9-36	8 "	5.68
		32 "	11.84
Unemployment tax 1%			1.46
W.C. insurance at $10.234			14.93
P.L. " " .485			.71
			$163.00"

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Subsection (c) of Section 3 provides for construction of permanent embankments by the state. The bill contains the following items which appear to be work which was to have been done by the state:

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Leveling passing trk. subgrade to standard, sheet 28			
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Leveling ML subgrade,		Sheet 28	
3/27/37	2-3/4 "	foreman	1.60
	2-3/4 "	Asst. "	1.44
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	13-1/3 "	"	4.93
R.R. Ret. & Unempl. taxes at 4-3/4%			4.24
W.C. insurance at $10.234			9.13
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Will you please give us whatever information you can concerning the questions so that we may make proper recommendations concerning the allowance of items questioned. A prompt reply will be appreciated.

Yours very truly,

W. H. LYNCH,
District Engineer

RECEIVED
AUG 11 1938
FOR FILING

WPGH 19-a

August 10, 1938

Mr. B. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are sending, under separate cover, two copies of agreement between the Southern Pacific Company and the State Highway Department covering construction of the North Salem Undercrossing Projects Nos. WPGH 19-A and WPGM 176-B.

One copy is being retained by your auditors for checking purposes.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

FORM 9-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
FEB 15 1938
FOR FILING

January 31, 1938

Mr. Carl Smith
Auditor
Office

Dear Sir:

The attached invoice from the Union Oil Company covers the cost of revising their facilities due to track changes made in connection with the North Salem Undercrossing. When we built the temporary trackage around this structure it became necessary to temporarily change the location of the siding leading to the Union Oil Company storage tanks which change in siding necessitated a change in the pipe lines by which the oil is handled. When the temporary trackage was torn out the siding was put back in a position fitting the new line and grade of the main line and the oil company's piping was changed to fit this siding location.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP IK
Att.
cc R. H. Baldock
W. A. Reeves

NOTED

2-B-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
OCT 14 1937
FOR FILING

October 13, 1937

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith final estimate release on the North Salem Grade Separation project on which you requested an explanation of state expenditures. These state expenditures are shown in detail on the back of the release sheet.

Item No. 1 is payment to Portland General Electric Company for revisions to their lines which were located on property not included in the original right of way. When we purchased the additional right of way we took the property subject to their prior easements and the readjustment of their facilities is a part of the cost of the right of way.

Item No. 2 is payment to the telegraph company for line revisions off the original right of way under the same condition as for Item No. 1.

Item No. 3 is payment to the Southern Pacific Company for railroad work on the project. All of the Southern Pacific Company bills are not in and it is estimated that in addition to the amount shown under this item $3,000 in railroad costs will eventually be billed to us.

Item No. 4 is payment to the Salem Water Commission for all of their line revisions. This is permitted as a recollectible item under Bureau rules and it has been the policy of the Highway Department to reimburse municipal agencies.

The above four items are classed as recollectible from the federal government.

Item No. 5 is the cost of name plates the furnishing of which by the state is provided by the contract.

Item No. 6 covers the cost of a time clock to control the lighting system and of shields on the roadway lights to prevent glare. These were added after the contract was awarded. It also includes the replacement of a redhead beacon wrecked by a commerical truck. The trucking company has reimbursed us for the cost of this beacon but the credit has not yet been entered on the books. The total of this item will be reduced by this credit eventually.

Item No. 7 covers electric current used in lighting the structure after it was opened to traffic but before the contract was completed and the structure turned over to the maintenance forces for operation.

Item No. 8 is a credit to the job of the value of the treated foundation piling which were taken over by the state and stored for future use. The contractor was paid for these piling under price agreement No. 7 shown in the detail of extra work orders on the front of the sheet.

Item No. 9 is the cost of test piling used in foundation exploration at the time the revision to the footings was made.

Item No. 10 is the cost of maintenance on the county road leading from the Silverton Road to the Pacific Highway near Chemawa which county road was used for several months when Lana Avenue was impassible. It also includes the oiling and maintenance on the Lana Avenue detour and miscellaneous paving done by state forces to connect the project with the highway paving and with the Silverton Road paving.

Very truly yours,

GSPaxson

G. S. Paxson
Bridge Engineer

GSP DK

#1812

RECEIVED
OCT 13 1937
FOR FILING
19-a

October 8, 1937

Salem Hardware Co.,
120 North Commercial Street
Salem, Oregon

Attention: L. N. Simon

Gentlemen:

Thank you for notifying this office that your claim against Kern & Kibbe for material furnished in connection with their contract for the North Salem Undercrossing has been paid in full.

Yours very truly,

Secretary

HBG:MC

REFERRED TO
BY SECRETARY

October 8, 1937

Maryland Casualty Company,
Hansen & Rowland, Inc.,
Washington Building
Tacoma, Washington

Gentlemen:

Attached hereto is a copy of a letter received today from the Salem Hardware Company advising that their claim against Kern & Kibbe, contractors for the North Salem Undercrossing project, has been paid in full.

This information is being passed on to you inasmuch as you appear as surety on the bond furnished by the contractor in connection with this contract.

Yours very truly,

HBG:MC

Secretary

cc - Kern & Kibbe
42 S. E. Salmon Street
Portland, Oregon

#1812

ACME QUALITY PAINTS
GUNS AND AMMUNITION
VOSS ELECTRIC WASHERS
EUREKA VACUUM CLEANERS
WILSON GOLF GOODS AND SPORT GOODS
STEWART-WARNER ELECTRIC REFRIGERATORS

Salem Hardware Co.
EVERYTHING IN HARDWARE

120 North Commercial Street
Salem, Oregon

TELEPHONE 4906
DINNERWARE
HOUSEWARE
AMMUNITION
FISHING TACKLE
EVINRUDE OUTBOARD MOTORS

RECEIVED
- 1937
OREGON
STATE HIGHWAY COMMISSION

Oct. 7, 1937.

Oregon State Highway Dept.,
State Office Bldg.,
Salem, Oregon.

Gentlemen:

You are hereby notified that Kern & Kibbe contractors on the Undercrossing under Southern Pacific Company's tracks on the Pacific Highway at North City limits of Salem, Oregon, have paid our claim in full on the above mentioned job. The above job is under Bond #45682 and can be released as far as our particular claim is concerned.

Yours truly,

SALEM HARDWARE COMPANY

By: L. N. Simon.

LNS:s

ACKNOWLEDGED
H. B. GLAISYER

#1812

RECEIVED
SEP 16 1937
FOR FILING

19-a

September 14, 1937

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

On June 29th we advised you of the completion of the Kern & Kibbe Contract No. 1812, Undercrossing under the Southern Pacific Company tracks at the north limits of Salem on the Pacific Highway in Marion County.

We advised you that the total amount which would be paid the above contractors would be $278,484.30, including the final payment. Since that time an adjustment has been made and the total amount which will be paid will be 279,781.16, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
SEP 10 1937
FOR FILING

19-a

September 9, 1937

Kern & Kibbe
42 S. E. Salmon Street
Portland, Oregon

Gentlemen:

I am handing you herewith an executed copy of the memorandum of agreement covering final settlement with you for constructing the North Salem Undercrossing project, state highway contract No. 1812.

Very truly yours,

HBG:AM

Secretary

attach.

RECEIVED
SEP 10 1937
FOR FILING
17-a

September 9, 1937

Mr. G. S. Paxson
Bridge Engineer
Office

Dear Sir:

I am handing you herewith two copies of the agreement with Kern & Kibbe covering final settlement in connection with the North Salem Undercrossing project. One of these is for your records and the other is an extra copy which you may dispose of as you see fit.

I have already sent a copy of this to Kern & Kibbe and I am also handing one copy to Mr. Probert for his information. I have retained the original of this document for the Commission's records and files.

Very truly yours,

HBG:AM

Secretary

attach

cc - Mr. Probert

Mr. Probert: Your copy of the above mentioned agreement attached hereto.

H.B.G.

RECEIVED
AUG 5 1937
FOR FILING

19-2

August 3, 1937

Mr. Ira Jorgensen
Automotive Supplies
High and Ferry Streets
Salem, Oregon

Dear Sir:

We are in receipt of your letter of July 30, notifying us of the settlement by Kern & Kibbe of your claim against them in connection with State Highway Commission contract No. 1812 for the construction of the North Salem Undercrossing under the Southern Pacific Co. tracks.

Thank you for advising us of this settlement. We are notifying the contractor and his surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

August 3, 1937

MARYLAND CASUALTY COMPANY
Hansen & Rowland, Inc., Agents
Washington Building
Tacoma, Washington

Gentlemen:

You will find enclosed copy of a letter from Ira Jorgensen, Automotive Supplies Dealer, Salem, apprising us of the settlement of his claim against Kern & Kibbe. This refers to Mr. Jorgensen's claim for supplies furnished Kern & Kibbe, contractors for the State Highway Commission, in the performance of their contract for the construction of the North Salem Undercrossing, Contract No. 1812, and was for the sum of $270.58.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Kern & Kibbe
42 S.E. Salmon Street, Portland

BODIES AND HOISTS TRAILERS SHOP EQUIPMENT

IJ

IRA JORGENSEN
AUTOMOTIVE SUPPLIES
HIGH AND FERRY STREETS
SALEM, OREGON

July 30th, '37.

Mr. H. B. Glaisyer. Sec.
Salem, Oregon.

Dear Sir;-

We have just received a check from Kern & Kibbe for the amount oweing us. Thank you so much for your letter of July 27th.

Most Sincerely

Ira Jorgensen

RECEIVED
[illegible] 37

#1812

RECEIVED
JUL 31 1937
FOR FILING

19-12

KERN & KIBBE
42 S. E. SALMON STREET
PORTLAND, OREGON

July 29, 1937

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:-

Attention Mr. H. B. Glaisyer

We are in receipt of your letter dated July 27th addressed to the Maryland Casualty Co., notifying them that a claim for $270.53 had been filed against us by Ira Jorgenson.

Please be advised that this bill has been paid in full.

Yours truly,

KERN & KIBBE
R McCall
R. McCall

RM:M

RECEIVED
JUL 30 1937
COMMISSION

#1812

RECEIVED
JUL 29 1937
FOR FILING
19-a

July 27, 1937

Mr. Ira Jorgensen
High and Ferry Streets
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of July 23, 1937, advising us of your claim in the amount of $270.58 against Kern & Kibbe, for supplies furnished that company while constructing the North Salem Undercrossing, in the performance of State Highway Commission Contract No. 1812.

Our records show that the bond furnished by the contractor in connection with this project was written by the Maryland Casualty Company, for whom Hansen & Rowland is resident agent, with offices in the Washington Building, Tacoma, Washington. I believe that if you will file notice of your claim with the bonding company, it will be taken care of in the near future. However, if you secure no satisfaction by so doing, then you still have recourse to action in the courts and should file notice of your claim with the Secretary of State, in accordance with the provisions of Chapter 280, Oregon Laws, 1931, a mimeographed copy of which is enclosed.

Very truly yours,

Secretary

HBG:MC:ML

encl.

July 27,1957

MARYLAND CASUALTY COMPANY
Hansen & Rowland, Agents
Washington Building
Tacoma, Washington

Gentlemen:

We have received notice of a claim which Ira Jorgensen, Automotive Supplies Dealer, Salem, has against Kern & Kibbe for supplies furnished that company while constructing the North Salem Undercrossing in the performance of State Highway Commission Contract No. 1812. This claim amounts to $270.53.

We are giving you this information inasmuch as you appear as surety on the bond furnished by the contractor.

Very truly yours,

Secretary

cc - Kern & Kibbe
42 S. E. Salmon Street, Portland

BODIES AND HOISTS TRAILERS SHOP EQUIPMENT

IJ

IRA JORGENSEN
AUTOMOTIVE SUPPLIES
HIGH AND FERRY STREETS
SALEM, OREGON

July 23rd, '37.

Mr. H. B. Glaisyer, Sec.
Salem, Oregon.

Dear Sir;-

We have an account with Kern & Kibbe for $270.53 for work and supplies furnished while constructing the under crossing North of Salem.

This balance has been past due for some time and we would like to know if this contract has been closed, or if we have any recourse through your Department of collecting same.

Thanking you in advance, we are.

Yours very truly

Ira Jorgensen

[illegible]

17-CC

July 17, 1937

Kern & Kibbe
42 S. E. Salmon Street
Portland, Oregon

Gentlemen:

At our conference last week concerning your claim on the removal of shoe-fly embankment at the North Salem Undercrossing I promised to further investigate this matter and advise you as to my findings. We have conferred with our resident engineer and with the representative of the railroad company. After fully considering all of the data I still feel that the specifications are so clear on this matter that it is impossible to allow the claim which you have presented. I find no guarantee in the specifications that the material from the shoe-fly embankment can be placed in the permanent railroad embankment. The specifications say that this material may be deposited along the permanent main line embankments. It is evident that this specification simply provides a place where these materials may be wasted. Again the specifications specifically say that, "No additional compensation will be allowed for such materials from the temporary embankments as are deposited on the permanent main line embankments outside of the neat lines as called for on the cross-sections shown on the plans". In the face of such a specification it is certain that neither our auditors nor auditors of the Bureau of Public Roads could approve the claim which you have submitted.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc G. S. Paxson

FORM 2-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

RECEIVED
AUG 14 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

July 7, 1937

Mr. R. H. Baldock
State Highway Engineer
Office

NOTED

Dear Sir:

Herewith report on examination of claim made by Kern & Kibbe for payment on the material removed from the shoo-fly embankment and not placed within the neat lines of the permanent railroad embankments. The specification covering the removal of shoo-fly embankment is as follows:

> "After removal of the shoofly track and the temporary spur tracks, the materials in the embankments shall be removed and used in the construction of permanent spur track embankments or disposed of in a manner satisfactory to the Engineer. In this connection, the contractor is advised that the above mentioned materials may be deposited along the permanent main line embankment, provided, that they are placed and finished in the manner specified hereinbefore for other embankments.
>
> "Such materials from the temporary embankments as are used in permanent embankments will be classified and paid for as "Borrowed Embankment Materials in Place".
>
> "No additional compensation will be allowed for such materials from the temporary embankments as are deposited on the permanent main line embankment outside of the neat lines as called for on the cross-section shown on the plans, it being understood that the cost thereof is included in the price bid for "Gravel Embankment in Place."

The contractors contend that they were ordered to construct a two track embankment before the shoo-fly was abandoned and traffic rerouted over the main line and that this requirement made it impossible to use the material from the shoo-fly embankment in the permanent embankments. I can find nothing in the specifications advising the contractor that the shoo-fly material may be placed in the main line embankments. The specification says that this material may be deposited along the permanent main line embankments. It was the intent that the contractor was thus being advised of a place where excess material could be wasted. It was recognized that before the permanent embankments were fine graded that there would probably be narrow portions in the embankment and it is the intention of the specifications that he be paid embankment price for such of the shoo-fly material as filled up these narrow places in the permanent embankments. Slope stakes for two track embankment were placed in the first instance and this probably constitutes an order to the contractor to construct such embankments. So far as I can determine the contractor did not question the construction of two track embankments or raise the question of pay for the shoo-fly material until after the shoo-fly track had been abandoned and traffic rerouted over the main line. The permenant embankment was constructed almost entirely from excavated material from the structure and the approaches. This excavated material considerably exceeded the original estimate due to the change in foundations covered by a previous price agreement. He hauled some material from the Oregon Gravel Company pit to be used as a sub-base under the ballast and for the reinforcement of soft spots which developed in the grade. The main line embankment was completed from two borrow pits dug alongside the shoo-fly embankment. In the removal of the shoo-fly embankment the material was pushed into these borrow pits with a bull dozer and the site leveled up. No material from the shoo-fly embankments was hauled and wasted along the main line embankments. On the northerly portion of the shoo-fly embankment where the main line is still single track the shoo-fly embankment was pulled against the main line embankment with a drag line and wasted there.

I do not feel that there is any great amount of merit in the contractor's claim. In the first place the specifications do not guarantee to him that the shoo-fly material can be deposited in the permanent embankments and in the second place the excavation from the structure and from the approach grade was almost sufficient to complete the embankment. The amount borrowed in the above mentioned pits to complete the embankment was not over 500 yards and this material was paid on the estimate as borrowed embankment in place. This borrowed material was used in completing the embankment against the structure and it would have been necessary to have made most of this portion of the embankment before opening the main line whether the remainder of the embankment was single track or double track.

In any event the question of payment to the contractor for the removal of shoo-fly embankment must be restricted to a volume equal to that actually borrowed for the permanent embankment which is the volume of the two pits above mentioned and the reimbursement should be limited to what it cost him to move the material from the shoofly embankment to the pits with a bull dozer. The cost of filling these pits is a very small item since the material was only moved a very few feet. In my opinion any payment to the contractor on this claim would be very questionable.

Very truly yours,

G. S. Paxson

G. S. Paxson
Bridge Engineer

GSP DK

#1812

RECEIVED
JUN 30 1937
FOR FILING
12-R

June 29, 1937

Maryland Casualty Company,
Hansen & Rosland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 1812 for the construction of an undercrossing under the Southern Pacific Company tracks at the north city limits of Salem on the Pacific Highway in Marion County, has been completed by the contractors, Kern & Kibbe, and that final settlement will be made by the State with said contractors for work done under said contract on or after July 9, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $278,484.50, including the final payment. Of this amount $1,073.11 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
JUN 11 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 176-B

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
1937
OREGON
STATE HIGHWAY COMMISSION

June 8, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPGM 176-B, North Salem Undercrossing of the S.P. Railway, Pacific Highway, Marion County, was made by a representative of this office on May 4, 1937.

Prior to or with the final voucher, prompt submission of which willbe appreciated, please send us three copies (one certified) of the agreement between the state and the railway company for the construction and maintenance of this project, as requested in our letter ofJune 19, 1936.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

RECEIVED
JUN 11 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
1937
STATE HIG

IN YOUR REPLY PLEASE
REFER TO FILE NO.

11-2

June 8, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPGH 19-A, Salem-Brooks Section, Undercrossing of S. P. Railway, Marion County, was made by a representative of this office on May 4, 1937.

Prior to or with the final voucher, prompt submission of which will be appreciated, please send us three copies (one certified) of the agreement between the state and the railway company for the construction and maintenance of this project, as requested in our letter of June 19, 1936.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

Jon

RECEIVED
JUN 11 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
District No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 9 - 1937
STATE HIGH

IN YOUR REPLY PLEASE
REFER TO FILE NO. 19-a

June 8, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPGH 19-A, Salem-Brooks Section, Undercrossing of S. P. Railway, Marion County, was made by a representative of this office on May 4, 1937.

Prior to or with the final voucher, prompt submission of which will be appreciated, please send us three copies (one certified) of the agreement between the state and the railway company for the construction and maintenance of this project, as requested in our letter of June 19, 1936.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

H 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER,

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
JUN 8 1937
FOR FILING
19-a

June 4, 1937

IN REPLY PLEASE REFER TO FILE NO.
4-1009

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir: **Attention: G. S. Paxson, Bridge Engineer**

We are transmitting to Mr. J. W. McCallister today the following records in connection with the Final Estimate on the North Salem Undercrossing, Contract No. 1812:

There are attached four copies of the Final Estimate, one copy of the Quantity Summary Sheet, and the Engineer's explanation of overruns and underruns exceeding 10% of the preliminary estimate.

Yours very truly,

F. D. EASON
Division Engineer

By

G. W. ROSS
Office Engineer

GWR:MN
Enc.
cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. S. H. Probert
Mr. J. W. McCallister

NOTED

#1812

FORM 2-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JUL 3 1937
FOR FILING
19-a

June 1, 1937

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Contract No. 1812 with Kern & Kibbe for of the construction of the North Salem Undercrossing, Bridge No. 2131, was completed May 17, 1937. Acceptance of this project and permission to pay the final estimate is hereby requested.

7

Very truly yours,

G. S. Paxson
Bridge Engineer

By W A Reeves
W. A. Reeves
Office Engineer

DD DK
cc W. A. Reeves
R. Rosecrans

APPROVED BY HIGHWAY COMMISSION
DATE June 4, 1937
H B Glaisyer
Secretary

FORM 5-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JUN 3 1937
FOR FILING
19-a

June 1, 1937

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith application for an extension of time up to and including May 17, 1937, on the North Salem Underpass, Kern & Kibbe, contractors. This application is accompanied by consent of surety and has the recommendation for approval by the Bureau of Public Roads. In view of the conditions stated in the letter of application I am recommending this extension without penalty to the contractor.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
cc H. B. Glaisyer
W. A. Reeves

Form 233—5M—12-36 H. G. Smith

19-a

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT - FINAL REPORT-

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 22, 1937

Section North Salem Undercrossing

Kind of work Grading, Paving, Sidewalks & Curbs.

Highway Pacific

Section prefix 24-1009; WPGH 19-A; WPGM 176-B.

Contractor Kern & Kibbe

Contract number 1812

Date of contract Jan. 10, 1936

Date of completion Jan. 31, 1937

Date work started Feb. 5, 1936

Estimated date of completion , 193

Amount of contract $256,502.20

Per cent of time elapsed 100.0 %

Estimated cost of completed project, exclusive of engineering $278,765.32

Per cent of contract completed, based on total contract price 100.0 %

Engineering cost to date, $7861.00, 2.82 %

Date project was completed May 17, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Final Estimate was completed and submitted to the Division Office May 25th.

Summary of Construction Events.

Contractor started grading work on Lana Avenue detour February 5, 1936.

Traffic was cut off the highway and routed over the detour March 13, 1936.

First railroad traffic was routed over the Shoofly Line on March 30, 1936.

Pouring of concrete on the structure proper was completed December 4, 1936.

Railroad traffic resumed over the structure and new railroad grade on Dec. 15th. 1936.

Highway traffic turned through the structure March 10, 1937.

NOTED
H. N. HACKETT

RECEIVED
JUN 1 - 1937
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

JUN 1 - 1937

NOTED
H. G. SMITH

Signed H. L. Stewart

Address Salem, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
AUG 21 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 176-B

RECEIVED
[illegible] 1937
STATE HIGHWAY COMMISSION

May 13, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to intermediate voucher for Oregon WPGM 176-B, North Salem Undercrossing, covering period from December 26, 1935 to April 10, 1937, submitted in amount of $7,557.00.

Attention is called to the fact that the project agreement sets up only $27,272.34 for the roadway section, while the amount claimed on this work is $28,109.00. Using the amount set up in the project agreement, there results a total claim of $105,454.00, and a net claim of $6,720.00.

We are recommending the voucher for payment in the reduced amount. On the next voucher please show previous payments as $105,454.00.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

7557.
6720
837.00

Jo

NOTED
R. H. [illegible]

J 93

RECEIVED
AUG 3 1937
FOR FILING
19-a

May 4, 1937

Mr. G. S. Paxson
Bridge Engineer
Office

Dear Sir:

I am returning to you herewith eight copies of a memorandum of agreement between the State Highway Commission and Kern and Kibbe disposing of the contractor's claim for compensation for providing flagmen and watchmen on the detour used by traffic during construction of the North Salem Undercrossing and for removing and replacing certain sections of concrete pavement slab which was damaged by unusually cold weather in January of this year. You will note that these have been signed by the State Highway Commission and the contractor.

I am returning them to you for further handling. The original of this agreement I have retained for the Highway Commission's records and files.

Very truly yours,

Secretary

HBG:AM

incl.

#1812

RECEIVED
APR 29 1937
FOR FILING
19-a

April 29, 1937

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Bldg.,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Kern & Kibbe on Contract No. 1812 for the construction of the North Salem Undercrossing on the Pacific Highway in Marion County. This payment will be made on or after May 8, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

6/5 6/6

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
APR 22 1937
FOR FILING
19-a

April 21, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. G. S. Paxson.

Dear Sir:

There is being handed you herewith an exaggerated profile along the gutter lines of the new pavement entering the Valley Packing Company plant in North Salem from the highway and along the highway south to the catch basin outlet near the Silverton Road intersection.

I have indicated on this profile some pencil lines for the possible improvement of the gutter line grade by grinding down the high points which impede the water flow. The grade is so slight that the run-off will not be very satisfactory at best, but we might at least make the condition as satisfactory as possible by smoothing out the gutter. I suggest that we arrange with the contractor to get some grinding equipment, and grind the gutter line down to the pencil line shown. This work, of course, would have to be done under an extra work order.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock ✓
H. G. Smith

55

19-a

COPY

April 10, 1937

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

P. L. Crooks advises that he will be out of the State and can not confer with us regarding his extra claims on Franklin Avenue on April 13th and requests a later date.

I have arranged to have Kern and Kibbe come in to discuss the matter of pavement removal on the Salem Undercrossing project on the 13th at the time previously reserved for Mr. Crooks.

Very truly yours,

Sgd. G. S. Paxson
Bridge Engineer

GSP DK

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
APR 12 1937
FOR FILING
19-a

April 8, 1937

IN REPLY PLEASE REFER TO FILE NO.
24-1903

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED

Dear Sir:

In explanation of expenditures listed on the two attached vouchers, will advise that, in accordance with a right of way agreement, certain repairs were made to a house belonging to a Mrs. Kinner which was moved by the Highway Department to clear the right of way for the North Salem Undercrossing. A copy of the approved work order is attached hereto for your information.

Yours very truly,

F. D. EASON,
Division Engineer.

By GWRoss
G. W. ROSS,
Office Engineer.

GWR:AM

Form 330—12923—2M—1-34

OREGON STATE HIGHWAY COMMISSION

ORDER FOR STATE FORCE WORK ON CONTRACT PROJECTS

Project Name North Salem Undercrossing **Date** January 25, 1937

Highway Pacific #1 **Contract No.**

County Marion **Prefix** 24-1903 **Account No.** 935

Description of Work:

Recondition house at #2705 Portland Road.

Location by Station Numbers:

Estimate of Quantities and Costs:

Construct footings, under foundation walls at various places, and under intermediate columns	$ 75.00
Jack up building and level up foundation walls	45.00
Refinish and redecorate cracked plaster on interior walls and rehang doors or plane same to fit	50.00
Total	$170.00

Explanation:

Approved:

(Sgd.) J. M. Devers
Attorney

Approved

(sgd.) J. N. Bishop
Mtnce. Eng.

Work to be performed under the direction of I. A. DeFrance.

Approval recommended:

WWS I. A. DeFrance (Sgd.)
Resident Engineer

Approval recommended: F. D. Eason (Sgd.)
Division Engineer

Approval recommended:
Construction Engineer

SHP **Approved:** R. H. Baldock (Sgd.)
State Highway Engineer

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Three copies of the order are to be submitted to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This order does not constitute authority for expenditures until approved by the State Highway Engineer.

FORM 2-E-1 5M 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
FEB 9 1937
FOR FIL

February 4, 1937.

19-a

Bureau of Public Roads
Box 3900
Portland, Oregon.

NOTED
State Highway Engineer

Gentlemen: Re: North Salem Undercrossing
WPGH 19-A & WPGM 176-B

Under date of July 7, 1936, I advised you that the foundation changes on the North Salem Undercrossing would cause a delay in the completion of the structure estimated at 30 days, and that this delay might be the basis for a request for an extension of time.

I nowhave a request from the contractors for an extension up to and including March 31, 1937. The original contract completion date was January 31, 1937, and this request calls for an extension of 59 days. The request is based upon the change which caused about 30 days delay in the prosecution of the work. The inclement weather of the last month and a half has caused a further delay of approximately 30 days. In fact, the contractors have only done about two days work on the job since the first of the year. It is estimated that four working days will complete the placing of all concrete, leaving only the cleaning up and some surface finish yet to be done.

In view of the above I am recommending to the Highway Commission that the contract be extended until March 31, 1937, without penalty to the contractors. May I have your approval of this recommendation?

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc R. H. Baldock

#1812

RECEIVED
1937
FILING

19-a

HANSEN & ROWLAND INC.

GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. C. ROWLAND, SECY.

February 3, 1937

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

RECEIVED
FEB 4 1937
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

RE: BOND NO. 45682 - KERN & KIBBE to STATE OF OREGON - Undercrossing under Southern Pacific Company's tracks etc. on Pacific Highway at North City limits of Salem, Oregon.

Gentlemen:

Inclosed please find confirmation of our telegram of yesterday consenting to an extension of time for the completion of the above mentioned contract. The inclosed consent of surety is in confirmation of our wired consent.

Yours very truly,

HANSEN & ROWLAND, Inc.
General Agents

By F Tunnard
Surety Bond Department

MF
Incls.

[illegible] Frank [illegible]
[illegible]
[illegible]

ANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-S

ASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(44)

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 437 State St., Salem, Org., Tel. 3171 1937 FEB 2 PM 12 42

PRL32 TWS PAID 3=TACOMA WASH 2 1139A

OREGON STATE HIGHWAY COMM=

RECEIVED
FEB 2 - 1937

MARYLAND CASUALTY COMPANY SURETY ON BOND OF KERN AND KIBBE FOR UNDERCROSSING PACIFIC HIGHWAY UNDER SOUTHERN PACIFIC COMPANYS TRACKS NORTH CITY LIMITS OF SALEM HEREBY CONSENTS TO THE GRANTING OF AN EXTENSION OF TIME FOR COMPLETION OF SAID CONTRACT TO MARCH THIRTY FIRST NINETEEN THIRTY SEVEN STOP CONFIRMING BY LETTER=

MARYLAND CASUALTY COMPANY BY A VAN R SCHERMERHORN
ATTORNEY IN FACT.

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

BY DIRECT WIRE FROM

WESTERN UNION

1223-S

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

SYMBOLS

DL	Day Letter
NM	Night Message
NL	Night Letter
LC	Deferred Cable
NLT	Cable Night Letter
	Ship Radiogram

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

HA 3 TWS

OREGON STATE HIGHWAY COMMISSION

SALEM OREGON

MARYLAND CASUALTY COMPANY SURETY ON BOND OF KERN AND KIBBE FOR UNDERCROSSING PACIFIC HIGHWAY UNDER SOUTHERN PACIFIC COMPANYS TRACKS NORTH CITY LIMITS OF SALEM HEREBY CONSENTS TO THE GRANTING OF AN EXTENSION OF TIME FOR COMPLETION OF SAID CONTRACT TO MARCH THIRTYFIRST NINETEEN THIRTYSEVEN STOP CONFIRMING BY LETTER

MARYLAND CASUALTY COMPANY
BY A VAN R SCHERMERHORN
ATTORNEY IN FACT

AVRS:FT
Chge:

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

The warrant covering this payment was mailed on [illegible]

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

#1812

RECEIVED
JAN 16 1937
FOR FILING
19-a

January 15, 1937

Standard Oil Company of California,
P. O. Drawer 950,
Portland, Oregon.

Attention: Mr. C. D. Everitt.

Gentlemen:

Reference is made to your letter of January 14th concerning the Kern & Kibbe Contract No. 1812, North Salem Undercrossing.

You are advised that the total amount earned is $245,315.07, retained percentage is $19,237.67 and the total paid to date is $226,075.46. The last payment was for estimate No. 10 for work performed to December 10th, in amount $16,651.46. The warrant covering this payment was mailed on January7, 1937.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
L. L. CAMPBELL
DISTRICT SALES MANAGER
T. F. GUNN
G. H. MOORE
ASSISTANT DISTRICT SALES MANAGERS

OFFICE
9TH FLOOR PACIFIC BLDG
520 S W YAMHILL STREET
P. O. DRAWER 980

PORTLAND, ORE.

January 14, 1937

RECEIVED
JAN 15 1937
OREGON
STATE HIGHWAY COMMISSION

State of Oregon
Highway Commission
Salem, Oregon

Attention: Mr. McFarland

Gentlemen:

Will you please give us the date and amount of the last payment made to Kern & Kibbee on State Contract No.1812 for the construction of the North Salem Undercrossing, as well as the total payments received to date by Kern & Kibbee on this job?

For your convenience in replying we are enclosing a stamped, self addressed envelope.

Yours very truly

STANDARD OIL COMPANY OF CALIFORNIA

L. L. Campbell, District Sales Manager

By F F W Ewing
District Credit Man

CED:LS
(Encl.)

Dec. 10 —
E. — $245,313.07
R. — $ 19,237.67
$226,075.40
Pd —

Last Est. # 10 $16,651.46

18091
Jan 7.

RECEIVED
DEC 5 1936
FOR FILING

176-B

December 3, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to Mr. Paxson's letter of October 22nd advising that it was considered necessary to place a section of guard rail along the railroad embankment, Oregon WPGH 19-A and WPGH 176-B, North Salem,Undercrossing, and that revised plans and price agreements would be submitted when signed by the railroad company.

We would appreciate advice as to when these papers will be submitted.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
NOV 9 1936
FOR FILING

19-a

November 6, 1936

Mr. Joseph H. Albert, Trust Officer
Ladd & Bush Trust Company
Salem, Oregon

Dear Mr. Albert:

I have just received your letter of the 4th instant in which you ask the State Highway Department to reestablish the south corner of the Reynolds' property north of Salem, which corner you state was removed by this Department in its road construction activities.

I am bringing your letter to the attention of the State Highway Engineer for his information and attention.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

cc - Mr. Baldock
Mr. Eason

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

19-2

August 17, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. J. M. Devers.

Dear Sir:

I have your letter addressed to Mr. Hedda Swart concerning a purported agreement between Mr. Swart and Mr. Moynihan with respect to the Durnin property drainage controversy north of Salem. It is evident that Mr. Moynihan has given you a wrong impression as regards the results of this conference. Mr. Swart tells me that he very definitely did not agree to anything in the way of additional tile or pipe construction. He pointed out the possibility of handling the water in this manner, which, however, would be of considerable expense, and it was a matter left entirely to the Salem office as to whether it should or should not be done.

What Mr. Moynihan desired as being satisfactory to Mr. Durnin would be the installation of 400 feet additional of 18-inch pipe at a cost of $720.00. In addition to this there would be quite an item of expense in backfilling the pipe. If it is necessary to do something in the way of crossings of this ditch for cattle in his pasture, one or two such crossings could be built at very little expense--perhaps $100.00. or it might be better to secure a release from Mr. Durnin by the payment of some reasonable sum commensurate with the benefits secured.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith

NOTED
State Highway Engineer

#1812

19-a

July 30, 1936

Standard Oil Company of California,
Pacific Building,
Portland, Oregon.

Attention: F. W. Ewing.

Gentlemen:

Reference is made to your letter of July 28th concerning payments to Kern & Kibbe in connection with their contract No. 1812 - North Salem Undercrossing on the Pacific Highway in Marion County.

You are advised that the last payment made to the above firm was for estimate No. 4 for work performed to June 10th in the sum of $5,824.21. The warrant covering this payment was mailed on July 2, 1936. The next payment on this project will be for estimate No. 5 and will be in the sum of $24,125.29, for work performed to July 11, 1936. The voucher covering this payment will go to the Secretary of State to day and the warrant should be ready to mail out within the next few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1812

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
L. L. CAMPBELL
DISTRICT SALES MANAGER
T. F. GUNN
G. H. MOORE
ASSISTANT DISTRICT SALES MANAGERS

OFFICE
9th FLOOR PACIFIC BLDG
520 S. W. YAMHILL STREET
P. O. DRAWER 950

PORTLAND, ORE.

July 28, 1936

State of Oregon Highway Comm.
Salem, Oregon

Gentlemen: Attention of Mr. James McFarland

We would be interested in knowing the amount paid Kern & Kibbe to date in connection with their contract #1812 for the construction of North Salem undercrossing, also the date and amount of the last payment made to them.

For your convenience a stamped, addressed envelope is enclosed.

Yours very truly
STANDARD OIL COMPANY OF CALIFORNIA
L.L.Campbell, District Sales Manager

By
District Credit Man

June 10
7587-
$3824.21
July 2-

CDE:LP

9523
July 11-
E- $64,778.73
R- $9,716.81
Pd- $55,061.92
Est. #5- $24,125.29

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
Stencil No. 124 **DISTRICT NO. 1**

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon USWP Grade Crossing
Project No. WPGH 19-A

POST OFFICE BUILDING
PORTLAND, OREGON

July 16, 1936

Rec'd JUL 17
Refer | Noted

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. E. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

RECEIVED
JUL 18 1936
OREGON
STATE HIGHWAY COMMISSION

Iron

ER-A4pr- 2805

Form P. R. 2

U. S. Works Program Grade Crossing

State Oregon

Project No. WPGH 19-A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

RECEIVED
JUL 18 1936
OREGON
STATE HIGHWAY COMMIS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of June, 1936 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Congress):

Whereas the Highway Department of said State submitted on the 29th day of March, 1919, a project statement, which was approved by the Secretary on the 12th day of May, 1919, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 26th day of December, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred eighty-nine thousand, four hundred seventy-nine and 57/100 dollars ($189,479.57) as the share of the United States payable under said act on account of Section A of said project, which ~~does not exceed the authorized Federal pro rata share o~~ is f the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from funds appropriated under act approved A[illegible]ril 8, 1935 (Public Res. No. 11, 74th Congress).

([illegible]de date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 43+37 at the north city limits of Salem at the north end of WPGH 176-B, and survey station 51+20, all in the NE 1/4 of Sec. 14, T. 7 S., R. 3 W., W.M.,

, length 0.148 of a mile~~s~~, in Marion County,

being Section A of Oregon U.S. Works Program ~~Grade Crossing~~ project No. WPGH 19, consisting of 0.148 of a mile~~s~~ of roadway and one ~~bridges, each of [illegible]~~ undercrossing, ~~of a mile in length.~~ known locally as the North Salem Undercrossing on the Pacific Highway between official control points Albany and Portland.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of one hundred eighty-nine thousand, four hundred seventy-nine and 57/100 dollars ($189,479.57), certified to the Secretary of the Treasury as above mentioned, which ~~does~~ ~~not exceed the authorized Federal pro rata share of~~

xxxxxxx is xx, the approved total estimated cost of Section A of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 26th day of June, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission.
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,
By R. E. Boykin
Acting Chief, Bureau of Public Roads.

8—5513

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Works Prog. Grade Crossing Project No. WPGH 19-A, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 189,479.57 as the total estimated cost of said project, and the sum of $ 189,479.57 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~pro rata share of~~ said total estimated cost.

Done at the city of Washington, this 26th day of June one thousand nine hundred and thirty-six

Secretary of Agriculture,

By R. E. [illegible]
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4839

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon WPGM 176-B

July 13, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered projects.

Very truly yours,

W. H. LYNCH
District Engineer

L Caufield

By L. J. Caufield
Highway Engineer

Encls.

Iron

ER-A4pr-2678

Form P. R. 2

State Oregon

U.S. Works Program Grade Crossing   Project No. WPGM 176-B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

J. N. Bishop

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of June, 1936 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Congress):

Whereas the Highway Department of said State submitted on the 25th day of September, 1935, a revised project statement, which was approved by the Secretary on the 5th day of October, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 24th day of December, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred thirty-one thousand, three hundred ten and 34/100 dollars ($131,310.34) as the share of the United States payable under said act on account of Section B of said project, ~~[illegible]~~ which is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

J. H. Bishop

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Include date and citation of

(Public Res. No. 11, 74th Congress).
act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 37+00 and survey station 43+87 at the north city limits of Salem at the south end of Project No. WPGH 19-A, all in the east 1/2 of Sec. 14, T. 7 S., R. 3 W., W.M.,

, length 0.120 of a mile~~s~~, in Marion County,

being Section B of Oregon U.S.Works Program / Grade Crossing project No. WPGM 176, consisting of

0.120 of a mile~~s~~ of roadway and one undercrossing ~~[illegible]~~, ~~[illegible]~~, known locally as the Salem Undercrossing Section of the Pacific Highway, between official control points Albany and Portland.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of one hundred thirty-one thousand, three hundred ten and 34/100 dollars ($ 131,310.34), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible] the authorized Federal pro rata share of~~

~~[illegible]~~ is ~~[illegible]~~ the approved total estimated cost of Section B of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927, and Chap. 88, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 26th day of June, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By L. E. Boykin
Acting Chief, Bureau of Public Roads.

S—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OREGON
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as **U.S.Wks.Prog.Grade Crossing** Project No. **156-B**, WPGH State of **Oregon**.

Second. That in accordance with said provisions I have approved the sum of $ **131,310.34** as the total estimated cost of said project, and the sum of $ **131,310.34** as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~pro rata share~~ of said total estimated cost.

Done at the city of Washington, this 26th day of June one thousand nine hundred and thirty-six

Secretary of Agriculture,

By
Acting Chief, Bureau of Public Roads.

J. N. Bishop

1000 5-36

COMMISSIONERS
RY F. CABELL, CHAIRMAN, PORTLAND
B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

June 3, 1936

Mr. W. E. Chandler,
Office.

Attention: Mr. Hedda Swart

NOTED
State Highway Engineer

Dear Sir:

I have had one or two conferences with Mr. Peter P. Durnin relative to the waterway through his property which is involved in the disposition of water connected with the construction of the North Salem Undercrossing.

After going over the situation with Mr. Swart yesterday, I had another conference with Mr. Durnin and tried to explain to him that were we to carry the tile clear through as he requests and then bury it we still would be providing for only a small quantity of the water, and that the usual, normal flow would still pass through the channel. He insists that a ditch which he claims we dug through his property should be filled up or tiled. I explained to him that we are making some survey and gathering some information and data so as to be able to show just what, if any, damage we have done to his property so that we will be able to justify the course we have followed. I told him as soon as Mr. Swart reported to me I would write him a letter telling what the State will do.

It is quite probable that he will be able to sustain his position that we trespassed on his property when we went in and dug the ditch, and if by so doing we have caused an actual damage he can require that payment be made. If no actual damage was done but there is only a technical trespass, then he would be entitled to only technical or nominal damages. I am not sure whether he can require us to fill up the ditch or not. In connection with your survey and other study of the situation please let me know whether or not, if we fill up the ditch and leave it as we originally found it, we would destroy the value and use of the tile which we have laid. In other words, after the ditch has been filled can we continue to spill and dispose of the water passed through the tile.

Yours very truly,

JMD:PW

J. M. DEVERS

cc W. E. Chandler
R. H. Baldock
E. G. Smith
J. N. Bishop

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon WPGH 19-A

RECEIVED
MAY 2
OREGON
[illegible] COMMISSION

May 25, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

C
O
P
Y

Federal Office Bldg.,

481 Ore. WPGH 19-A

May 21, 1936

Mr. Thos. H. MacDonald,
Chief, Bureau of Public Roads,
Washington, D. C.

Dear Sir:

Herewith are memorandum for the Chief of Bureau and supporting papers on the basis of which a project agreement has been prepared for Oregon U. S. Works Program Grade Crossing Project No. WPGH 19-A.

Our recommendation of approval is subject to the submission of satisfactory shop plans.

Very truly yours,

L. I. HEWES, Deputy Chief Engineer

By B. W. Matteson,

Senior Highway Engineer.

Encl.

[illegible]

19-a

#1812

May 14, 1936

Associated Oil Company,
866 Pittock Block,
Portland, Oregon.

Attention: J. H. Dalton.

Gentlemen:

Responding to your inquiry of May 12th you are advised that the contract of Kern & Kibbe, our Number 1812, is for the construction of an undercrossing under the Southern Pacific Company's tracks at the north limits of the City of Salem on the Pacific Highway in Marion County.

The bond furnished in connection with this contract was written by the Maryland Casualty Company for whom Hansen & Rowland, Inc. who have offices in the Public Service Bldg., Portland, are resident agents. The amount of the bond is $256,502.20 and the date of completion of the contract is January 31, 1937.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RM 3408 10M 11-35

ASSOCIATED OIL COMPANY

866-78 Pittock Block

PORTLAND, OREGON

[illegible] 1936

May 12, 1936

Mr. H.B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Attention - Mr. J. McFarland

Re: Kern & Kibbe
41 S.E. Salem Street
Portland, Oregon

Dear Sir:

We contemplate serving the above on contract job #1812, which we understand covers undercrossing under S.P. Company tracks at the north limits of Salem, Pacific Highway.

We have been advised that bond has been furnished in the amount of $256,502.20 by the Maryland Casualty Company, Hansen & Rowland Agents, Washington Building, Tacoma, Washington. The time for completion being January 31, 1937.

May we have your verification of the above.

Very truly yours,

ASSOCIATED OIL COMPANY

J.H. Dalton

J.H. Dalton
Oregon Division Credit Manager

HLA:LH

19-a

May 12, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of May 7, 1936, we are enclosing herewith one additional copy of the project agreement estimate for the North Salem Undercrossing, Project No. WPGM 176-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

1936
STATE HIGHWAY

May 7, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

With reference to your letter of May 4, 1936, submitting project agreement estimate for the North Salem Undercrossing Section, Oregon U. S. Works Program Grade Crossing Project WPGM 176-B, only five copies instead of the six listed were enclosed.

Will you please send us another copy in order that we may have sufficient copies to forward the proper number.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

19-a

May 9, 1936.

Mr. W. E. Chandler

I am attaching two orders for state force work on the Salem Undercrossing, as follows:

"To maintain approximately 2 miles of detour road during construction of undercrossing at north city limits of Salem."

"Plant patch deformations and failures on Lana Avenue detour and on County road asphalt pavement from Lana Avenue east to junction with Pacific Hwy."

W. A. Reeves

cc R. H. Baldock
L. A. DeFrance
L. L. Jensen

NOTED

14-a

May 4, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the North Salem Undercrossing Section, Project No. WPMH 176-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probart
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPGM 176-B

NORTH SALEM UNDERCROSSING SECTION OF THE PACIFIC HIGHWAY IN MARION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 16, 1936

STATION 37+00 TO STATION A3+37

Roadwork

All Required		Clearing and Grubbing		$ 1,119.40
10,600	cu. yds.	Excavation, Single Classification	$0.45	4,770.00
55	cu. yds.	Trench Excavation	1.25	68.75
3,000	sq. yds.	Removal of Old Pavement	0.45	1,350.00
1,400	lin. ft.	Removal of Curbs	0.15	210.00
1,010	cu. yds.	4" - 0" Gravel in Subbase	0.75	757.50
230	" "	Sand Cushion	1.45	333.50
75	" "	Rock Backfill in Drains	1.20	90.00
190	lin. ft.	Salvaging Pipe, Less than 24" Diameter	0.60	114.00
52	" "	8" Drain Pipe	0.57	29.64
50	" "	6" " "	0.40	20.00
600	" "	10" Perforated Concrete Pipe	0.70	420.00
75	" "	8" " " "	0.55	41.25
465	sq. yds.	5" Reinforced Concrete Sidewalk	2.00	930.00
350	sq. yds.	4" Concrete Sidewalk	1.60	560.00
2,560	" "	6" Portland Cement Concrete Pavement	1.57	4,019.20
790	" "	7" Portland Cement Concrete Pavement	1.73	1,366.70
1,160	lin. ft.	Concrete Curbs	0.60	696.00
520	" "	½" Expansion Joints	0.12	62.40
870	" "	3/4" " "	0.18	156.60
2,420	" "	Contraction "	0.03	72.60
2,250	each	Dowels	0.15	337.50
4	"	Concrete Catch Basins	17.00	68.00
480	cu. yds.	Class "B" Concrete	15.00	7,200.00
			Sub-total	$24,793.04
			10% Engr. & Cont.	2,479.30
			Total	$27,272.34

Structure

600	cu. yds.	Excavation, Single Classification	$0.45	$ 270.00
1,850	" "	Borrowed Embankment Materials in Place	0.55	1,017.50

1,750	cu. yds.	Gravel Embankment in Place	$0.55	$ 962.50
450	" "	Gravel Ballast in Place	1.20	540.00
800	cords	Moving Wood Pile	1.00	800.00
8,600	lin. ft.	Treated Foundation Piling	0.74	6,364.00
1,360	cu. yds.	Class "A" Concrete	14.75	20,060.00
456	" "	" "B" "	15.00	6,840.00
252,000	lbs.	Metal Reinforcement	0.0475	11,970.00
313,000	"	Structural Steel	0.064	20,032.00
3,300	sq. ft.	3 Ply Membrane Material	0.15	495.00
3,500	" "	1" Asphalt Plank	0.26	910.00
886	lin. ft.	Concrete Handrail	4.00	3,544.00
All Required		Wiring and Fixtures		2,500.00
				$76,355.00
All Required		Rearrange City Water System		$ 1,325.00
" "		Railroad Tracks (S. P. Co.)		16,900.00
		Subtotal		$94,580.00
		10% Engr. & Cont.		9,458.00
		Total		$104,038.00

Length of Roadway	0.120 mile
" " Structure	0.000 "
Total Length	0.120 "
Cost per Mile, Roadwork	$227,269.20

WPGM Funds Requested, - Roadway- - - - - - - - - - - - - - - - - $ 27,272.34
Structure- - - - - - - - - - - - - - - - - 104,038.00

$131,310.34

	Roadway	Structure
Estimated Labor Required	12,800 man hours	40,000 man hours
Cost of Labor	$8,000	$53,000
Cost of Materials	$8,000	$47,000

State Funds for Constr: Chap. 175, laws 1917; Chap. 34, laws 1920; Chap. 88, laws 1931
State Funds for Maint: Chap. 41, laws 1927; Chap. 88, laws 1931

Oregon State Highway Department

U. S. Works Program
Project No. WPGM 176-B

NORTH SALEM UNDERCROSSING SECTION OF THE PACIFIC HIGHWAY IN MARION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 16, 1936

STATION 37+00 TO STATION 43+37

Roadwork

All Required		Clearing and Grubbing		$ 1,119.40
10,600	cu. yds.	Excavation, Single Classification	$0.45	4,770.00
55	cu. yds.	Trench Excavation	1.25	68.75
3,000	sq. yds.	Removal of Old Pavement	0.45	1,350.00
1,400	lin. ft.	Removal of Curbs	0.15	210.00
1,010	cu. yds.	4" - 0" Gravel in Subbase	0.75	757.50
230	" "	Sand Cushion	1.45	333.50
75	" "	Rock Backfill in Drains	1.20	90.00
190	lin. ft.	Salvaging Pipe, Less than 24" Diameter	0.60	114.00
52	" "	8" Drain Pipe	0.57	29.64
50	" "	6" " "	0.40	20.00
600	" "	10" Perforated Concrete Pipe	0.70	420.00
75	" "	8" " " "	0.55	41.25
465	sq. yds.	5" Reinforced Concrete Sidewalk	2.00	930.00
350	sq. yds.	4" Concrete Sidewalk	1.60	560.00
2,560	" "	6" Portland Cement Concrete Pavement	1.57	4,019.20
790	" "	7" Portland Cement Concrete Pavement	1.73	1,366.70
1,160	lin. ft.	Concrete Curbs	0.60	696.00
520	" "	½" Expansion Joints	0.12	62.40
870	" "	3/4" " "	0.18	156.60
2,420	" "	Contraction "	0.03	72.60
2,250	only	Dowels	0.15	337.50
4	"	Concrete Catch Basins	17.00	68.00
480	cu. yds.	Class "B" Concrete	15.00	7,200.00
		Sub-total		$24,793.04
		10% Engr. & Cont.		2,479.30
		Total		$27,272.34

Structure

600	cu. yds.	Excavation, Single Classification	$0.45	$ 270.00
1,850	" "	Borrowed Embankment Materials in Place	0.55	1,017.50

1,750	cu. yds.	Gravel Embankment in Place	$0.55	$ 962.50
450	" "	Gravel Ballast in Place	1.20	540.00
800	cords	Moving Wood Pile	1.00	800.00
8,600	lin. ft.	Treated Foundation Piling	0.74	6,364.00
1,360	cu. yds.	Class "A" Concrete	14.75	20,060.00
456	" "	" "B" "	15.00	6,840.00
252,000	lbs.	Metal Reinforcement	0.0475	11,970.00
313,000	"	Structural Steel	0.064	20,032.00
3,300	sq. ft.	3 Ply Membrane Material	0.15	495.00
3,500	" "	1" Asphalt Plank	0.26	910.00
886	lin. ft.	Concrete Handrail	4.00	3,544.00
All Required		Wiring and Fixtures		2,550.00
				$76,355.00
All Required		Rearrange City Water System		$ 1,325.00
" "		Railroad Tracks (S. P. Co.)		16,900.00
		Subtotal		$94,580.00
		10% Engr. & Cont.		9,458.00
		Total		$104,038.00

Length of Roadway 0.120 mile
" " Structure 0.000 "
Total Length 0.120 "
Cost per Mile, Roadwork $227,269.20

WPGM Funds Requested, - Roadway- - - - - - - - - - - - - - - - - - $ 27,272.34
Structure- - - - - - - - - - - - - - - - 104,038.00
$131,310.34

	Roadway	Structure
Estimated Labor Required	12,800 man hours	40,000 man hours
Cost of Labor	$8,000	$33,000
Cost of Materials	$8,000	$47,000

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 88, laws 1931
State Funds for Maint: Chap. 41, laws 1927; Chap. 88, laws 1931

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Oregon State Highway Department

U. S. Works Program
Project No. WPGM 176-B

NORTH SALEM UNDERCROSSING SECTION OF THE PACIFIC HIGHWAY IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 24, 1935

Sta. 37+00 to Sta. 43+37

Roadwork:

All Required		Clearing and Grubbing		$ 100.00
10,600	cu. yds.	Excavation, Single Classification	$0.40	4,240.00
55	" "	Trench Excavation	1.00	55.00
3,000	sq. yds.	Removal of Old Pavement	0.30	900.00
1,400	lin. ft.	Removal of Curbs	0.10	140.00
1,010	cu. yds.	4" - 0" Gravel in Sub-base	1.00	1,010.00
230	" "	Sand Cushion	1.00	230.00
75	" "	Rock Backfill in Drains	1.00	75.00
190	lin. ft.	Salvaging pipe, less than 24" diameter	0.50	95.00
52	" "	8" Drain Pipe	0.50	26.00
50	" "	6" " "	0.40	20.00
600	" "	10" Perforated Concrete Pipe	1.00	600.00
75	" "	8" " " "	0.80	60.00
465	sq. yds.	5" Reinforced Concrete Sidewalk	1.70	790.50
550	" "	4" Concrete Sidewalk	1.50	825.00
2,560	" "	6" Portland Cement Concrete Pavement	1.80	4,608.00
790	" "	7" " " " "	2.00	1,580.00
1,160	lin. ft.	Concrete Curbs	0.60	696.00
520	" "	½" Expansion Joints	0.15	78.00
870	" "	3/4" " "	0.20	174.00
2,420	" "	Contraction Joints	0.05	121.00
2,250	only	Dowels	0.20	450.00
4	"	Concrete Catch Basins	25.00	100.00
480	cu. yds.	Class "D" Concrete	21.00	10,080.00
		Subtotal..........................		$ 26,753.50
		10% Engr. & Cont............		2,675.35
		Total....................		$ 29,428.85

Structures:

600	cu. yds.	Excavation, Single Classification	0.40	$ 240.00
1,850	" "	Borrowed Emb. Mat'ls in Place	0.50	925.00
1,750	" "	Gravel Embankment in Place	0.80	1,400.00
450	" "	Gravel Ballast in Place	1.00	450.00

800	cords	Moving Wood Pile	$ 0.30	$ 240.00
8,600	lin. ft.	Treated Piling	0.85	7,310.00
1,360	cu. yds.	Class "A" Concrete	19.00	25,840.00
456	" "	" "B" "	21.00	9,576.00
252,000	lbs.	Metal Reinforcement	0.05	12,600.00
313,000	"	Structural Steel	0.065	20,345.00
3,300	sq. ft.	3 ply membrane material	0.18	594.00
3,500	" "	1" Asphalt Plank	0.20	700.00
886	lin. ft.	Concrete Handrail	5.00	4,430.00
All Required		Wiring and Fixtures		3,000.00
				$87,650.00

All Required	Rearrange City Water System	$ 1,325.00
" "	" Power Lines (Port. Gen. Elec. Co.)	250.00
" "	" Tel. & Tel. Co. (Pacific Tel. Co.)	2,050.00
" "	" Gas Mains (Port. Gas & Coke Co.)	1,225.00
" "	" Railroad Tracks (S. P. Co.)	16,900.00
	Subtotal........................	$109,400.00
	10% Engr. & Cont..............	10,940.00
	Total....................	$120,340.00

Length of Roadway	0.120 miles
" " Structure	0.000 "
Total Length	0.120 "
Cost per mile, Roadwork	$245,240.41

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WPGM Funds Requested	Roadway	~~$ 87,650.00~~
	Structure	120,340.00
		~~$ 207,990.00~~
		149,768.85

	Roadway	Structure
Estimated Labor Required	12,800	40,000 man-hours
Cost of Labor	$8,000	$33,000
Cost of Materials	$8,000	$47,000

NORTH SALEM OVERCROSSING

Rearranging Portland General Electric Company's Power Lines. Work to be performed by Company's Forces.

Labor		$ 327.30
Materials		164.12
Cartage		40.15
		$ 531.57
	(Use)	$ 500.00

WPGH 19-B	$ 250.00
WPGH 176-B	$ 250.00

NORTH SALEM OVERCROSSING

Rearranging Pacific Telephone and Telegraph Lines. Work to be performed by Company's Forces.

Labor		$ 2,222.00
Materials		1,505.00
Cartage		170.00
Incidentals		233.00
	Total	$ 4,130.00
	(Use)	$ 4,100.00

WPGH 19-B	$ 2,050.00
WPGH 176-B	$ 2,050.00

NORTH SALEM OVERCROSSING

Estimated Cost of Labor and Materials for work to be performed by Portland Gas and Coke Company in connection with relocation of their gas mains.

Labor		$ 1,415.04
Materials		346.45
Acetylene Cutting and Welding		416.50
Cartage		219.70
Miscellaneous		60.00
	Total	$ 2,457.69
	(Use)	$ 2,450.00

WPGM 19-B	$ 1,225.00
WPGM 176-B	$ 1,225.00

NORTH SALEM OVERCROSSING

(Estimated cost of labor and materials for work to be performed by Southern Pacific Company's Forces.)

	Labor	Materials	Totals
Shift Main Track and Construct Shoofly	$ 3,831	$ 1,741	$ 5,572
Rearrange Spur Tracks and Take up Main Tracks	2,770	1,064	3,834
Raise Under Traffic 2 Spurs	766	746	1,512
Replace Main Line Tracks	2,559	3,609	6,168
Raise Under Traffic, Main Line Tracks	1,775	2,071	3,846
Restore Valley Packing Company Track to Permanent Location	789	841	1,630
Remove Shoofly, Restore Siding and 2 Spurs	1,408	1,034	2,442
Restore Shell and Hyde Tracks	705	897	1,602
Rearrange Signals, Temporary and Permanent	1,020	900	1,920
Rearrange Telegraph and Telephone Lines	1,829	2,469	4,298
Preparation of Plans	1,000	- -	1,000
	$18,452	$15,372	$33,874

(Use) $33,800

WPGH 19-B $16,900
WPGM 176-B $16,900

NORTH SALEM OVERCROSSING

Rearranging Water Mains of City Water System. Work to be performed by City.

Labor	$ 1,325.00
WPGM 176-B	$ 1,325.00

19-a

May 4, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the North Salem Undercrossing Section, Project No. WPGH 19-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPGH 19-A

NORTH SALEM UNDERCROSSING SECTION OF THE

PACIFIC HIGHWAY IN MARION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 16, 1936

STATION A3+37 TO STATION 51+20

Roadwork

All Required		Clearing and Grubbing		$ 1,380.60
12,300	cu. yds.	Excavation, Single Classification	$0.45	5,535.00
3,245	" "	Trench Excavation	1.25	4,056.25
2,000	sq. yds.	Removal of Old Pavement	0.45	900.00
690	cu. yds.	4" - 0" Gravel in Sub-base	0.75	517.50
170	" "	Sand Cushion	1.45	246.50
300	" "	Base Course Surfacing	1.30	390.00
150	" "	Top Course Surfacing	1.95	292.50
170	" "	Filler	0.40	68.00
170	yds. mi.	Hauling Filler	0.20	34.00
67,000	yd. stas.	Overhaul	0.02	1,340.00
520	yd. mi.	Truck Haul	0.20	104.00
65	cu. yds.	Rock Backfill in Drains	1.20	78.00
330	lin. ft.	Salvaging Pipe Less than 24" Diameter	0.60	198.00
250	lin. ft.	Salvaging Pipe, More than 24" Diameter	0.80	200.00
1,500	" "	18" Drain Pipe	1.80	2,700.00
25	" "	12" " "	1.00	25.00
58	" "	8" " "	0.57	33.06
50	" "	6" " "	0.40	20.00
900	" "	10" Perforated Concrete Pipe	0.70	630.00
185	" "	8" " " "	0.55	101.75
32	" "	36" Extra Strength Corrugated Iron Pipe	7.25	232.00
210	" "	42" Corrugated Iron Pipe	8.00	1,680.00
335	sq. yds.	5" Reinforced Concrete Sidewalks	2.00	670.00
240	" "	6" Portland Cement Concrete Pavement	1.57	376.80
1,310	" "	7" Portland Cement Concrete Pavement	1.73	2,266.30
90	lin. ft.	Concrete Curbs	0.60	54.00
580	" "	½" Expansion Joints	0.12	69.60
630	" "	3/4" " "	0.18	113.40
1,280	" "	Contraction Joints	0.03	38.40

1,550	cnly	Dowels	$0.15	$ 232.50
6	"	Concrete Catch Basins	17.00	102.00
3	"	Concrete Manholes	100.00	300.00
530	cu. yds.	Class "D" Concrete	15.00	7,950.00
		Sub-total		$32,935.16
		10% Engr. & Cont.		3,293.51
		Total		$36,228.67

Structure

800	cu. yds.	Excavation, Single Classification	$0.45	$ 360.00
1,850	" "	Borrowed Embankment Materials in Place	0.55	1,017.50
1,750	" "	Gravel Embankment in Place	0.55	962.50
450	" "	Gravel Ballast in Place	1.20	540.00
12,400	lin. ft.	Treated Foundation Piling	0.74	9,176.00
1,880	cu. yds.	Class "A" Concrete	14.75	27,730.00
434	" "	Class "D" Concrete	15.00	6,510.00
272,000	" "	Metal Reinforcement	0.0475	12,920.00
853,000	lbs.	Structural Steel	0.064	54,592.00
4,700	sq. ft.	3 Ply Membrane Waterproofing	0.15	705.00
5,000	" "	1" Asphalt Plank	0.26	1,300.00
1,014	lin. ft.	Concrete Handrail	4.00	4,056.00
All Required		Wiring and Fixtures		2,550.00
				$122,419.00
All Required		Rearrange Railroad Tracks (S. P. Co.)		16,900.00
		Sub-total		$139,319.00
		10% Engr. & Cont.		13,931.90
		Total		$153,250.90

Length of Roadwork	0.148 mile
" " Structure	0.000 "
Total Length	0.148 "
Cost per Mile, Roadwork	$ 24,788.31

[illegible] Funds Requested, - Roadwork- - - - - - - - - - - - - - $ 36,228.67
Structure - - - - - - - - - - - - - - 153,250.90

$189,479.57

	Roadwork	Structure
Estimated Labor Required	16,000 man hours	58,000 man hours
Cost of Labor	$10,000	$48,000
Cost of Materials	$10,000	$70,000

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920
" " " Maint: Chap. 41, laws 1927

Oregon State Highway Department

U. S. Works Program
Project No. WPGH 19-A

NORTH SALEM UNDERCROSSING SECTION OF THE PACIFIC HIGHWAY IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 24, 1935

STA. 43+37 to STA. 51+20

Roadwork

All Required		Clearing and Grubbing		$ 100.00
12,300	cu. yds.	Excavation, Single Classification	$ 0.40	4,920.00
3,245	cu. yds.	Trench Excavation	1.00	3,245.00
2,000	sq. yds.	Removal of Old Pavement	0.30	600.00
690	cu. yds.	4" - 6" Gravel in Sub-base	1.00	690.00
170	cu. yds.	Sand Cushion	1.00	170.00
300	cu. yds.	Base Course Surfacing	1.50	450.00
150	cu. yds.	Top Course Surfacing	1.50	225.00
170	cu. yds.	Filler	0.50	85.00
170	yd. mi.	Hauling Filler	0.20	34.00
67,000	yd. sta.	Overhaul	0.02	1,340.00
520	yd. mi.	Truck Haul	0.15	78.00
65	cu. yds.	Rock Backfill in Drains	1.00	65.00
330	lin. ft.	Salvaging Pipe less than 24" diameter	0.50	165.00
250	lin. ft.	Salvaging Pipe more than 24" diameter	0.80	200.00
1,500	lin. ft.	18" Drain Pipe	1.80	2,700.00
25	lin. ft.	12" Drain Pipe	1.00	25.00
58	lin. ft.	8" Drain Pipe	0.50	29.00
50	lin. ft.	6" Drain Pipe	0.40	20.00
900	lin. ft.	10" Perforated Concrete Pipe	1.00	900.00
185	lin. ft.	8" Perforated Concrete Pipe	0.80	148.00
32	lin. ft.	36" Extra Strength Corr. Iron Pipe	5.50	176.00
210	lin. ft.	42" Corr. Iron Pipe	6.00	1,260.00
335	sq. yds.	5" Reinf. Concrete Sidewalks	1.70	569.50
240	sq. yds.	6" Portland Cement Concrete Pavement	1.80	432.00
1,310	sq. yds.	7" Portland Cement Concrete Pavement	2.00	2,620.00
90	lin. ft.	Concrete Curbs	0.60	54.00

580	lin. ft.	½" Expansion Joints	$ 0.15	$ 87.00
630	lin. ft.	¾" Expansion Joints	0.20	126.00
1,280	lin. ft.	Contraction Joints	0.05	64.00
1,550	only	Dowels	0.20	310.00
6	only	Concrete Catch Basins	25.00	150.00
3	only	Concrete Manholes	150.00	450.00
530	cu. yds.	Class "D" Concrete	21.00	11,130.00
			Subtotal	$ 33,617.50
			10% Engr. & Cont.	3,361.75
			Total	$ 36,979.25

Structures

800	cu. yds.	Excavation, Single Classification	$ 0.40	$ 320.00
1,850	cu. yds.	Borrowed Embankment Materials in Place	0.50	925.00
1,750	cu. yds.	Gravel Embankment in Place	0.80	1,400.00
450	cu. yds.	Gravel Ballast in Place	1.00	450.00
12,400	lin. ft.	Treated Piling	0.85	10,540.00
1,880	cu. yds.	Class "A" Concrete	19.00	35,720.00
434	cu. yds.	Class "D" Concrete	21.00	9,114.00
272,000	lbs.	Metal Reinforcement	0.05	13,600.00
853,000	lbs.	Structural Steel	0.065	55,445.00
4,700	sq. ft.	3 Ply Membrane Waterproofing	0.18	846.00
5,000	sq. ft.	1" Asphalt Plank	0.20	1,000.00
1,014	lin. ft.	Concrete Handrail	5.00	5,070.00
All Required		Wiring and Fixtures		3,000.00
				$137,430.00
All Required		Rearrange Power Lines (Portland General Electric Co.)		$ 250.00
All Required		Rearrange Tel. & Tel. Lines (Pacific Tel. & Tel. Co.)		2,050.00
All Required		Rearrange Gas Mains (Portland Gas & Coke Co.)		1,225.00
All Required		Rearrange Railroad Tracks (Southern Pacific Co.)		16,900.00
			Subtotal	$157,855.00
			10% Engr. & Cont.	15,785.50
			Total	$173,640.50

Length of Roadwork	0.148 mile
" " Structure	0.000 "
Total Length	0.148 "
Cost per mile, Roadwork	$249,859.79

WPGH Funds Requested:

Roadwork- -	$ 36,979.25
Structure -	173,640.50
	$210,619.75

	Roadwork	Structure
Estimated Labor Required	16,000 man-hours	58,000 man-hours
Cost of Labor	$ 10,000	$ 48,000
Cost of Materials	$ 10,000	$ 70,000

6C

[illegible]

Rearranging Portland General Electric Company's Power Lines. Work to be performed by Company's Forces.

Labor		$ 327.30
Materials		164.18
Cartage		40.09
[illegible]		$ 531.57
	[illegible]	[illegible]
	(Use)	$ 500.00
	[illegible]	[illegible]

WPGN 19-B	$250.00
WPGN 176-B	$250.00

NORTH SALEM OVERCROSSING

Rearranging Pacific Telephone and Telegraph Lines. Work to be performed by Company's Forces.

Labor	$ 2,222.00
Materials	1,505.00
Cartage	170.00
Incidentals	233.00
Total	$ 4,130.00
(Use)	$ 4,100.00

XPCH 19-B	$ 2,050.00
XPCH 176-B	$ 2,050.00

NORTH SALEM OVERCROSSING

Estimated Cost of Labor and Materials for work to be performed by Portland Gas and Coke Company in connection with relocation of their gas mains.

Labor	$ 1,415.04
Materials	346.45
Acetylene Cutting and Welding	416.50
Cartage	219.70
Miscellaneous	60.00
Total	$ 2,457.69
(Use)	$ 2,450.00

WPGH 19-B	$ 1,225.00
WPGH 176-B	$ 1,225.00

NORTH SALEM OVERCROSSING

(Estimated cost of labor and materials for work to be performed by Southern Pacific Company's Forces.)

	Labor	Materials	Totals
Shift Main Track and Construct Shoofly	$ 3,831	$ 1,741	$ 5,572
Rearrange Spur Tracks and Take up Main Tracks	2,770	1,064	3,834
Raise Under Traffic 2 Spurs	766	746	1,512
Replace Main Line Tracks	2,559	3,609	6,168
Raise Under Traffic, Main Line Tracks	1,775	2,071	3,846
Restore Valley Packing Company Track to Permanent Location	789	841	1,630
Remove Shoofly, Restore Siding and 2 Spurs	1,408	1,034	2,492
Restore Shell and Hyde Tracks	705	897	1,602
Rearrange Signals, Temporary and Permanent	1,020	900	1,920
Rearrange Telegraph and Telephone Lines	1,829	2,469	4,298
Preparation of Plans	1,000	- -	1,000
	$18,452	$15,372	$33,874
(Use)		$33,800	

WPGH 19-B $16,900
WPGM 176-B $16,900

1500 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

19-a

April 16, 1936

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

Herewith we hand you copy of letter received from Peter P. Durnin relative to drainage conditions at the North Salem undercrossing.

Will you please investigate this situation and if possible work out a solution of the matter with Mr. Durnin which will be satisfactory to this department and to him?

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

Enclosure
JWD:AE
cc Mr. R. H. Baldock
Mr. W. E. Chandler

Salem, Oregon, April 7, 1936

Right of way Department,
State Highway Commission,
Salem, Oregon.

Gentlemen:

In placing the drain to take care of the water from the improvements on the Pacific Highway just north of the city limits, adjacent to the plant of the Valley Packing Company, your engineers, without my knowledge or consent, had an open ditch dug through a portion of my property, ending the drain tile at the line of the Valley Packing Company property.

I have taken up the matter of continuing this drain tile a short distance further with both Mr. Bentley and Mr. Swart, but they claim they lack authority to go ahead with this. This open ditch constitutes a damage to my property and while I have no objection to the water being drained thereon, I do insist that this tiling should be continued on through this open ditch.

May I hear from you in this matter or will it be necessary for me to take such steps as I may deem expedient for the protection of my interests?

Yours truly,

(sgd.) PETER P. DURNIN

477 Court Street

FORM B-B-1 5M 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

19-a

April 15, 1936

Mr. L. L. Jensen
Resident Bridge Engineer
Salem, Oregon

NOTED
State Highway Engineer

Dear Sir:

We are attaching a copy of approved Order for State Force Work on Contract Projects authorizing the oiling of the Lane Ave. Detour. The total amount of this order is $2400.00.

This copy is for your information and files.

Very truly yours

G. S. Paxson
Acting Bridge Engineer

By
W. A. Reeves
Office Engineer

LD
Enc.

cc R. H. Baldock
H. G. Smith
W. E. Chandler
I. A. DeFrance

19-a

April 8, 1936

Kern & Kibbe
42 S. E. Salmon Street
Portland, Oregon

Attention Mr. Kibbe

Dear Sirs:

Responding to your communication of March 24, relating to the flagmen on the highway detour north of the proposed Salem underpass, advise that I will discuss this matter with Mr. Paxson and advise you later of our findings.

Very truly yours,

State Highway Engineer

RHB:HI

KERN & KIBBE
42 S. E. SALMON STREET
PORTLAND, OREGON

March 24, 1936

R. H. Baldock,
State Highway Engineer,
Salem,
Oregon.

Dear Sir:-

Replying to your letter under date of March 11, 1936, regarding detours for Highway traffic and conditions under which you asked us to maintain barricades and flagmen to effect a detour of traffic over the County road which turns off of the Pacific Highway approximately one half mile south of the Chemawa cross-road, the same being accepted by us under date of March 12, after verbal protest.

The maintenance of flagmen at any barricade on the job was not contemplated by us at the time we bid on this work. If the original plan had gone through without a change we do not believe that flagmen would have been necessary or will be necessary when you finally come back to the original set up.

The north bound traffic is having no trouble at the south end of the job at the present time and the warning of detour ahead is from the nature of the approach much less noticeable than it can be made at the north approach to barricade for the Lana Ave. detour and when you finally come back to the use of Lana Ave. we believe flagmen will in no way be necessary.

The present set up at the County road seem to be working very well and we have heard of no inconvenience to the traveling public, at least from warning of detour ahead.

The flagmen at the present time are in no way warning traffic to slow down but are policing the intersection to regulate the north bound traffic that comes in over Lana Ave. or one of the other two cross streets, or local traffic originating between the barricade and the railroad crossing.

The above condition and the necessity of a flagman are in our opinion entirely due to the changed location of the point of detour and that we are being put to an unjust expense in the maintenance of flagmen at this point, an expense that we could not in any way forsee and that was entirely brought about by a change in plans.

KERN & KIBBE
42 S. E. SALMON STREET
PORTLAND, OREGON

March 24, 1936

R. H. B - 2

We ask that you give this your consideration and reimburse us for the cost of maintenance of the flagmen.

Yours truly,

KERN & KIBBE

G E Kibbe

G. E. Kibbe

GEK:M

FORM 5-B-4 5M 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

19-a

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

March 27, 1936.

Postal Telegraph-Cable Company
Seattle, Washington.

Attention Mr. H. H. Andersen
District Foreman.

Gentlemen:

The cost of the shifting, taking down, or rearrangement of the poles mentioned in your letter of March 21, is an item chargeable to the state, provided these poles are on private right of way and not in the road right of way.

The cost of this work should be billed to the State Highway Commission, supported by the proper pay rolls and invoices.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

NOTED
State Highway Engineer

cc R. H. Baldock
W. E. Chandler
L. L. Jensen

19-G

February 28, 1936

Kern & Kibbe
42 S. E. Salmon St.
Portland, Orgon

Gentlemen:

By express we are forwarding to you today a fully executed copy of contract #1812 awarded to you on January 22, 1936, for the construction of a reinforced concrete undercrossing of the Pacific Highway under the Southern Pacific Company's tracks at the north city limits of Salem, Marion County, the grading and paving of the approaches thereto, and the construction of sidewalks and curbs.

This copy is for your records andfiles.

Very truly yours,

Secretary

DP

19-a

February 20, 1936

Mr. J. W. DeSouza
Assistant Attorney
Office

Dear Sir:

I am returning to you herewith two copies of the agreement with the Southern Pacific Company covering the matter of the construction of the North Salem grade separation project.

These have been signed by the Commission and are being turned over to you for further disposal.

Very truly yours,

Secretary

HBG:MBL

Encl.

FORM [illegible] 1-36

[illegible] SIONERS
HE[illegible] [illegible]BELL, CHAIRMAN, PORTLAND
E. B. [illegible]H, PENDLETON
F. L. [illegible]LLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

February 18, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Herewith we hand you for execution by the State Highway Commission duplicate counterparts of proposed agreement with Southern Pacific Company relative to the North Salem undercrossing.

This proposed agreement has been approved by Mr. Paxson as to engineering features and is approved by this office as to legal features.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Attorney

Enclosures
JWD:AW

2 copies -
returned to DeSouza 2/20/36

OREGON STATE HIGHWAY COMMISSION

February 28, 1936.

Mr. Wm. E. Galvani,
Seaside, Oregon.

Dear Sir:

Reference is made to granting permission to clean, deepen and straighten creek channel through your property in Sec. 14, T. 7, S. Range 3 W. W.M., same lying just north of Salem along the Pacific Highway.

Your granting permission to do this work is very much appreciated and you may rest assured that no damage will be done to your property and that the premises will be left in as good condition as they are in now.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

CC TO

J. M. Devers
Hedda Swart
Wm. E. Chandler

1500 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

February 18, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith we hand you letter addressed to Edward E. Bentley and letter addressed to yourself by Wm. H. Galvani, relating to easement for straightening a creek channel on his property at North Salem.

It would appear that in order to satisfy Mr. Galvani it will be necessary for you to write to him personally to the effect that you will issue instructions that no damage be done and that the premises be left in as good a condition as the same are now.

Will you please return the attached letters to us, with a copy of your letter to Mr. Galvani, so that we may have a complete record of the matter in our right of way files?

Yours very truly,

J. M. DEVERS

By J. W. DeSouza a.w.
J. W. DeSOUZA
Assistant Attorney

Enclosures
JWD:AW

REFERRED TO
H G Smith
By State Highway Engineer

Please prepare
a letter for [illegible]
with proper
instructions.
RHB

Seaside, Oregon, Feb. 17-'36

Mr. R.H. Baldock.
State Highway Engr.,
Salem, Oregon

Dear Mr. Baldock:

I received an application from Mr. Bentley, Right of Way agent, for permission "to clean and probably straighten out a creek channel.... the deepening desired would not exceed two feet and in most places would not run over one foot, (and) the lineal distance desired is 400 feet" - over and across my property in Section 14. T7S. R3W. W.M., same being a triangular parcel of land bounded on the North by the Southerly line of the O.E. Ry Co's gravel pit, on the East by said Railway Right of Way, and on the Westerly side by the public highway.

Such permission I am quite willing to grant, provided I may depend on you to instruct the Resident Engineer to see to it that no damage be done and the premises left in as good condition as the same are now, and that your instructions be faithfully carried out by said Engineer.

Kindly advise if this be acceptable to you and greatly oblige

Sincerely Yours,
Wm. H. Galvani

Seaside, Oregon, Feb 17-1936

RECEIVED
FEB 1
LEGAL DE

Mr. Edward E. Bentley
Right of Way Agent,
Salem, Oregon.

Dear Sir:

The enclosed note to Mr. Baldock, if approved by him, will authorize you to go ahead with the work on the creek channel on my property, as per your letter of the 13th inst. without further delay.

Please therefore be good enough to deliver said note to him - I am sure he will find it fully satisfactory

Very truly yours,
Wm. H. Galvani

7-35-5M

Southern Pacific Company

E. L. KING,
SUPERINTENDENT

19

February 14, 1936

MD.14202 REFER TO

Mr. J. M. Devers
State Highway Commission
Salem, Oregon

Dear Sir:

Attention Mr. J. W. DeSouza

Your letter of Jan. 21 in regard to agreement between the Southern Pacific Company and State of Oregon relative to the North Salem undercrossing. I am returning herewith duplicate counterparts of proposed agreement which has been revised in accordance with your above mentioned letter.

If the agreement meets with your approval please arrange for execution in duplicate on behalf of the State of Oregon, acting through its State Highway Commission, after which kindly return both counterparts and we will handle for execution on the part of the Southern Pacific Company.

By obtaining the authority of the highway engineer we are permitting the Western Union crew to start work on this project in advance of the execution of this agreement in order to avoid delay to the contractor. The agreement, however, should be executed by the State in advance of any work being performed by the railroad force, and also in advance of work being performed by the contractor on the railroad right of way. If it is possible for you to do so, it would be highly desirable to arrange for immediate execution.

Yours truly,

(Signed) E. L. KING

CC-Messrs: G. S. Paxson
R. H. Baldock

FORM 2-E-1 29192 1500 10-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

February 10, 1936.

The Pacific Tel. & Tel. Co.,
720 S. W. Oak Street
Portland, Oregon.

Attention Mr. C. P. Toussieng

Gentlemen:

This will authorize the revision of that portion of your underground telephone conduit at the Salem undercrossing which lies on privately owned land on which you have a permanent easement and which revision is caused by the interference of the 42" drain pipe with the conduit.

The actual cost of this revision is an item properly chargeable to the grading project, and the state will reimburse your company for such cost upon proper billing supported by invoices and pay rolls.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc R. H. Baldock

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. D. ROWLAND, SECY.

RECEIVED
FEB 1 1936
OREGON
STATE HIGHWAY

January 30, 1936.

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission,
Salem, Oregon.

RE: BOND NO. 45682 - KERN & KIBBE to STATE OF OREGON - Undercrossing under Southern Pacific Company's tracks and grading and paving on Pacific Highway at north city limits of Salem, Marion County, Oregon.

Gentlemen:

We are forwarding to you today, by Railway Express, four copies of the above captioned bond and contract, all of which have been executed on behalf of the principal, Kern & Kibbe, and on behalf of the Maryland Casualty Company.

Yours very truly,

HANSEN & ROWLAND, Inc.
General Agents.

By
Surety Bond Department.

FT
Copy to: Kern & Kibbe,
42 S. E. Salmon Street,
Portland, Oregon.

P.S.- Please forward copy of the bond and contract for the Maryland Casualty Company to Hansen & Rowland, Inc. 201 Washington Building, Tacoma, Washington.

19-a

KERN & KIBBE
42 S. E. SALMON STREET
PORTLAND, OREGON

January 28, 1936

Oregon State Highway Commission,
Salem, Oregon.

Attention H. B. **Glaisyer**

Gentlemen:-

Four copies of contract No. 1812 were received this morning and have been forwarded to the Bond Company .

We respectfully call your attention to the total of the contract which reads $265502.20, while the correct amount is $256502.20.

4

Yours truly,

KERN & KIBBE

R McCall

R. McCall

RECEIVED
JAN 29 1936
OREGON S[illegible]

R
M
:
M

[illegible]

REFERRED TO
Bridge Dept — Mr Reeves
BY SECRETARY

19-a

January 23, 1936.

Kern & Kibbe
42 S. E. Salmon Street
Portland, Oregon

Gentlemen:

Confirming my wire to you of this date, the State Highway Commission awarded to you yesterday the contract for the construction of the north Salem undercrossing, in Marion County, based on your bid of January 10, in the amount of $256,502.20.

You may consider this letter as your authority and our request to begin your operations immediately. Contract forms will be sent to you shortly for execution.

You are also requested to notify the National Reemployment Service at once of the approximate time work will begin and the number and classification of laborers needed for such work.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

CE

cc - Bridge Department
W. E. Chandler

get this confirmed

		ERRED CABLE	
RGE		NIGHT CABLE LETTER	
NIGHT LETTER		WEEK-END CABLE LETTER	
SHIP RADIOGRAM		RADIOGRAM	

COP

POSTAL TELEGRAPH—CABLE CO.

TELEGRAM

SALEM ORG JAN 23 1936

KERN & KIBBE
42 S E SALMON ST
PORTLAND OREGON

STATE HIGHWAY COMMISSION HAS AWARDED YOU CONTRACT FOR CONSTRUCTION OF SALEM UNDERCROSSING PROJECT BASED ON YOUR LOW BID SUBMITTED JANUARY TENTH STOP THIS WIRE IS YOUR AUTHORITY TO COMMENCE CONSTRUCTION OPERATIONS IMMEDIATELY STOP CONTRACT AND BOND FORMS FOLLOW SHORTLY.

H B GLAISYER SECRETARY

FILE ✓

---

authority to commence construction operations immediately stop contract and bond forms follow shortly x

H B Glaisyer Secty

Postal Tel

Bridge Dept.
W. E. Chandler

Kern & Kibbe

Portland Oregon

State Highway Commission has awarded you contract for construction of Salem Undercrossing project based on your low bid submitted January 10th stop This wire is your authority to commence construction operations immediately stop Contract and bond forms follow shortly

H B [illegible] Secty

Postal Tel

Bridge Dept.
W. E. Cha

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JAN 24 193
OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. 19-a

January 22, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our telegram of this date, concurring in award of contract on January 22nd for Oregon U.S. Works Program Grade Separation project Nos. WPGH 19-A and WPGM 176-B, Salem Undercrossing on the Pacific Highway, to Kern & Kibbe, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Jon

17-a

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

2131

COPY OF WESTERN UNION TELEGRAM

File

Salem, Oregon
January 22, 1936

W.H.LYNCH
DISTRICT ENGINEER
BUREAU OF PUBLIC ROADS
PORTLAND, OREGON.

CONDITIONS REQUIRED FOR AWARD OF SALEM UNDERCROSSING CONTRACT COMPLIED WITH STOP PLEASE WIRE CONCURRENCE

R.H.BALDOCK

PREPAID
TELEGRAM
CHG HWY. DEPT.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

(57).

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SIGNS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at

1936 JAN 22 PM 5 00

PRN49 18 GOVT=PORTLAND ORG 22 438P

MINUTES IN TRANSIT	
FULL-RATE	DAY LETTER

R H BALDOCK=
STATE HIGHWAY ENGINEER

NOTED
State Highway Engineer

RE WIRE TODAY AWARD OF CONTRACT TO LOW BIDDER FOR SALEM UNDERCROSSING CONCURRED IN AS OF THIS DATE=

CAUFIELD.

notified contractor of award 1/23/36

WESTERN UNION GIFT ORDERS ARE APPROPRIATE GIFTS FOR ALL OCCASIONS

FORM 5-K-1 1500 9-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

January 21, 1936

NOTED
State Highway Engineer

Mr. G. S. Paxson
Acting Bridge Engineer
Office

Dear Sir:

In discussing with the County Court of Marion County the question of an easement across their property at North Salem for the construction of a shoofly track and the moving of their oil storage tank and spur track, it developed that they have heating arrangements and that it will be necessary to move the tank and heating facilities as a unit.

The County Commissioners raised the point of when the work would be done and stated to me that the facilities must be removed and restored so as not to interfere with their road oiling operations during the coming season. The Commissioners stated that probably they would want to start operations about June 1st.

I called up Mr. Hedda Swart and he stated that the work on the shoofly and the spur track is the first that will be done and expected that it should be completed by March 1st. I gave Mr. Swart's statements to the County Court and assured them that every effort would be made to avoid interfering with their oiling operations for the next season. Since returning to the office the matter has been discussed with Mr. Baldock and he requested that it be called to your attention so that every effort may be exerted to avoid any interference with the County's operations.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock ✓
Mr. Hedda Swart

FORM S-A-1 E9168 8M 7-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

January 14, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. M. Devers
Attorney
Office

NOTED
State Highway Engineer

Dear Sir:

This letter is simply to remind you that the Commission at its last meeting set Saturday of this week, January 18, as the deadline for clearing up right of way matters in connection with the North Salem Grade Separation Project.

Very truly yours,

Secretary

HBG:MML

cc - R H Baldock

January 7, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are sending, under separate cover, ten copies of a letter sent to prospective bidders for the North Salem Undercrossing Section, Project Nos. WPGH 19-A and WPGM 176-B, which letter advises of changes to be made in the special provisions to be incorporated in the contract for the work.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

January 7, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are sending, under separate cover, ten copies of a letter sent to prospective bidders for the North Salem Undercrossing Section, Project Nos. WPGH 19-A and WPGH 176-B, which letter advises of changes to be made in the special provisions to be incorporated in the contract for the work.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

FORM O.E-1 25192 1500 10-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

19-U

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

January 4, 1936.

The Pacific Tel. & Tel. Co.,
Portland, Oregon.

Gentlemen:

We regret to advise you that the federal government has ruled that reimbursement from federal funds can not be made for such portions of your facilities as are located within the limits of the existing public right of way.

With reference to the North Salem Undercrossing, I believe that a small portion of your buried conduit which is within the limits of the proposed structure is on private right of way, and reimbursement for this portion of the work can be made.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc S. H. Probert

Mor

APPROVED BY [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

January 4, 1936.

Portland General Electric Co.,
Salem, Oregon.

Attention Mr. David Wright

Gentlemen:

Some time ago I asked you to give me an estimate on the cost of the revision of your power lines at the North Salem Undercrossing, and at that time advised you that while we were not definitely advised as to whether or not these costs were reimbursable from federal funds, that it would be necessary to have the cost estimates so that they could be submitted to the federal government along with other data pertaining to the project.

We regret to advise that the federal government has ruled that these costs are not reimbursable in so far as they pertain to facilities which are located on public right of way and where the franchise for such facilities requires the public utility company to bear the cost of any necessary re-arrangement. If, however, any of these facilities are located on land outside of the existing public right of way, reimbursement can be made for that portion of the revision so located.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc S. H. Probert

APPROVED BY

-1 28182 1500 10-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

January 4, 1936.

Portland Gas & Coke Company
Public Service Building
Portland, Oregon.

Gentlemen:

Some time ago at my request you conferred with me and later submitted estimates as to the cost of re-arranging your facilities disturbed by the proposed grade separations which will be built under the grade separation program. At those conferences I advised you that it had not been definitely decided whether or not costs of your revisions were reimbursable under this act but that in order to get such reimbursement, it would be necessary that we have your cost estimates to submit to the Bureau of Public Roads along with our project statements.

We regret to advise you that the federal government has ruled that such costs are not reimbursable where the facilities in question are located on publid right of way and where the franchise permitting such location requires the public utility company to bear their own cost of revision.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

cc S. H. Probert

GSP:AP

APPROVED BY [illegible] DATE [illegible]

FORM 2-K-1 1500 8-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

N. Salem U/C

January 4, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
Office.

Dear Sir:

There are a few pieces of property which this Department has been instructed to procure for rights of way in connection with the North Salem Undercrossing, which parcels are to be used I understand for making a better approach to the Silverton Road.

I am advised that the Silverton Road is a county road and therefore I am of the opinion that the Highway Commission could not spend state highway funds for rights of way for an approach road to a county road.

I have instructed Mr. Bentley to get options on these parcels of land and bring them to the Commission for consideration but I would recommend that before any obligation is assumed by the State with respect to exercising the options that the County be asked to procure those particular parcels of land.

I am advised too that some of these parcels may have to be acquired by condemnation. If that is true I would not advise a condemnation action for the acquisition of right of way for a county road.

Yours very truly,

JM Devers
J. M. DEVERS

JMD:PW

N. Salem

December 28, 1935.

Mr. J. W. DeSouza

Herewith draft of the proposed agreement between the Southern Pacific Company and the State, covering the North Salem Undercrossing. This is approved as to engineering features.

I would ask that some one check the descriptions of the property involved, especially that covered under Section 21, relating to the property which we are to acquire for the Southern Pacific Company.

C. S. Paxson

cc R. H. Baldock
E. G. Smith

NOTED
State Highway Engineer

11-12

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 26, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon WPGH 19-A, Salem Undercrossing of the S. P. Railway, Pacific Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

The plans have not as yet been checked by our bridge department but have been recommended for approval for advertising. Our recommendation for approval of this project, therefore, is subject to any changes that might be considered necessary after a detailed check of the plans has been made.

Approval is also conditioned upon a statement being obtained from the State Administrator, WPA, showing that relief labor is available.

Very truly yours,

W. H. LYNCH
District Engineer

By A. F. Morris
A. F. Morris
Highway Engineer

ESTIMATES
MATERIAL & LABOR FOR WATER MAINS
NORTH SALEM UNDERCROSSING

2	8x8x6" Tees	540 lbs.	Cast Iron @	.08¢	$ 43,20
2	8x8x4" "	510 lbs.	" "	".08¢	40.80
1	6x4" Reducer, small end bell	82 lbs.	" "	.08	6.56
2	4" 22½ Degree Ells.	132 lbs.	" "	.08	10.56
4	8" " " "	300 lbs.	" "	.08	24.00
1	8" Plug	24 lbs.	" "		4.85
1	4" "	8 lbs.	" "		1.20
2	2" Gate Valves		" "	7.80	15.60
1	4" " "		" "	12.00	12.00
1	6" " "		" "	25.30	25.30
2	8" " "			42.00	84.00
950 ft.	8" Pipe Class B		" "	1.27	1206.50
1500 lbs.	Lead			.08	120.00
75 "	Jute			.09	6.75
1	6" Fire Hydrant			125.00	125.00
1150 ft.	Trench. (Excav., Backfilling) & Laying 50¢ hr.			.70	805.00
					$ 2531.32
	General overhead expense 10%				~~253.13~~
					2784.45

material by Water Board
Permanent work

Labor

Temporary Line

1500 ft.	2" Galv. Pipe	@ .23¢	$ 345.00	
1300 ft.	Trench. Excav. Backfilling & Laying	@ .40	520.00	
			$ 865.00	
	Less Salvage		150.00	
				$ 715.00
	Total			$ 3499.45

Labor & material reimbursable

RECEIVED
DEC 7 - 1935
OREGON STATE HIGHWAY C

FORM 183 **ESTIMATE SHEET OF JOB No.** [illegible] **LOCAL No.** ______ **SEC. No.** [illegible]

DESCRIPTION:

[illegible]

[illegible] at [illegible] City

REQ. No.	ESTIMATED QUANTITY	MATERIAL TO BE INSTALLED	ACTUAL QUANTITY	Construction Classification	ESTIMATED COST MATERIAL	LABOR	CREDIT	CHARGE
	2	55' [illegible] cedar pole		3318	33 15	99 -		
	6	55' [illegible] [illegible] pole			[illegible]			
	4	[illegible]			[illegible]			
	200	[illegible] guy cable			4 [illegible]			
	180	[illegible] guy cable			1 [illegible]			
	7	large strain ins.			1 [illegible]			
	7	med. strain ins.			[illegible]			
	12	3 bolt clamps			[illegible]			
	40	4 pin arms			46 [illegible]			
	10	5/8 x 18 T bolts			1 60			
	26	[illegible] x 18 [illegible] bolts			5 60			
	20	5/8 x 14 T bolts			2 40			
	42	lags + 4-3/4" anchor rods			5 36			
	101	steel [illegible] + 4 guy bars			17 17			
	12	[illegible] brackets			[illegible]			
	2	[illegible]			2 47			
	3'	2" [illegible] pipe + 8 gal pole paint			9 [illegible]			
		[illegible]			20 -			
	15	[illegible] pole ins.		3326	2 10	75 -		
	12	[illegible] ins.			5 04			
	84	[illegible]			3 36			
	2300'	#2 Al. [illegible]			36 21			
	2200'	[illegible]			58 08			
	2200'	[illegible]			56 08			
	6	[illegible] strain units			7 98			
	6	[illegible]			[illegible]			
	11	[illegible] bolts			22			
	6	clevises			1 [illegible]			
	3	#2 Al. joints			[illegible]			
	3	[illegible] fuses			38 [illegible]			
	3	[illegible] Al. clamps			24			
	66	#8 [illegible]			5 [illegible]			
		transp.			16 50			
	2	trans. grounds		336	3 [illegible]			

TRANSFERRING
REMOVING
INSTALLING

[illegible]

MAT. 496 42
SE 45 02
Labor 174 [illegible]
10% 71 [illegible]
Est. [illegible] 758 41
Est. [illegible] 103 [illegible]
Oper. Exp. 73 4[illegible]
Maint. 1[illegible]
975 4[illegible]
Salvage 290 [illegible]

STORES EXP.	
LABOR AND MATERIAL	
TOTAL INC. O. H. EXP.	O. H. EXP.—
TOTAL LESS SALVAGE	SALVAGE—

COST OF TRANS. —— METERS —— SERVICES ——

TOTAL ESTIMATED COST 677 [illegible]

ESTIMATED BY	[illegible]	DATE	12 [illegible]	WORK STARTED BY	DATE
APPROVED BY	D A [illegible]	DATE	12 1935	WORK COMPLETED BY	DATE

JOB No.

ESTI[illegible]OF MATERIAL TO BE REMOVED

QUANTITY	DESCRIPTION	ORIGINAL COST	SALVAGE VALUE	ACTUAL QUANTITY
	[illegible]		[illegible]	
1	[illegible]		[illegible]	
2	[illegible]		[illegible]	
3	arms		[illegible]	
1	[illegible]		[illegible]	
	[illegible]		[illegible]	
6	[illegible]		150	
2	logs		[illegible]	
5	Steel [illegible]		[illegible]	
	[illegible]		[illegible]	
	[illegible]		[illegible]	
			220	
			44	

TOTAL ESTIMATED COST

INSTRUCTIONS TO

ESTIMATE OF RETURNS

INCREASE IN GROSS REVENUE	(FIRST 12 MO.)	
INCREASE IN NET REVENUE	(FIRST 12 MO.)	
NET ANNUAL SAVINGS	(FIRST 12 MO.)	
TOTAL NET RETURN	(FIRST 12 MO.)	
TOTAL ESTIMATED COST—EARNINGS BASIS		
PER CENT NET RETURN ON ESTIMATED COST		%

SIGN

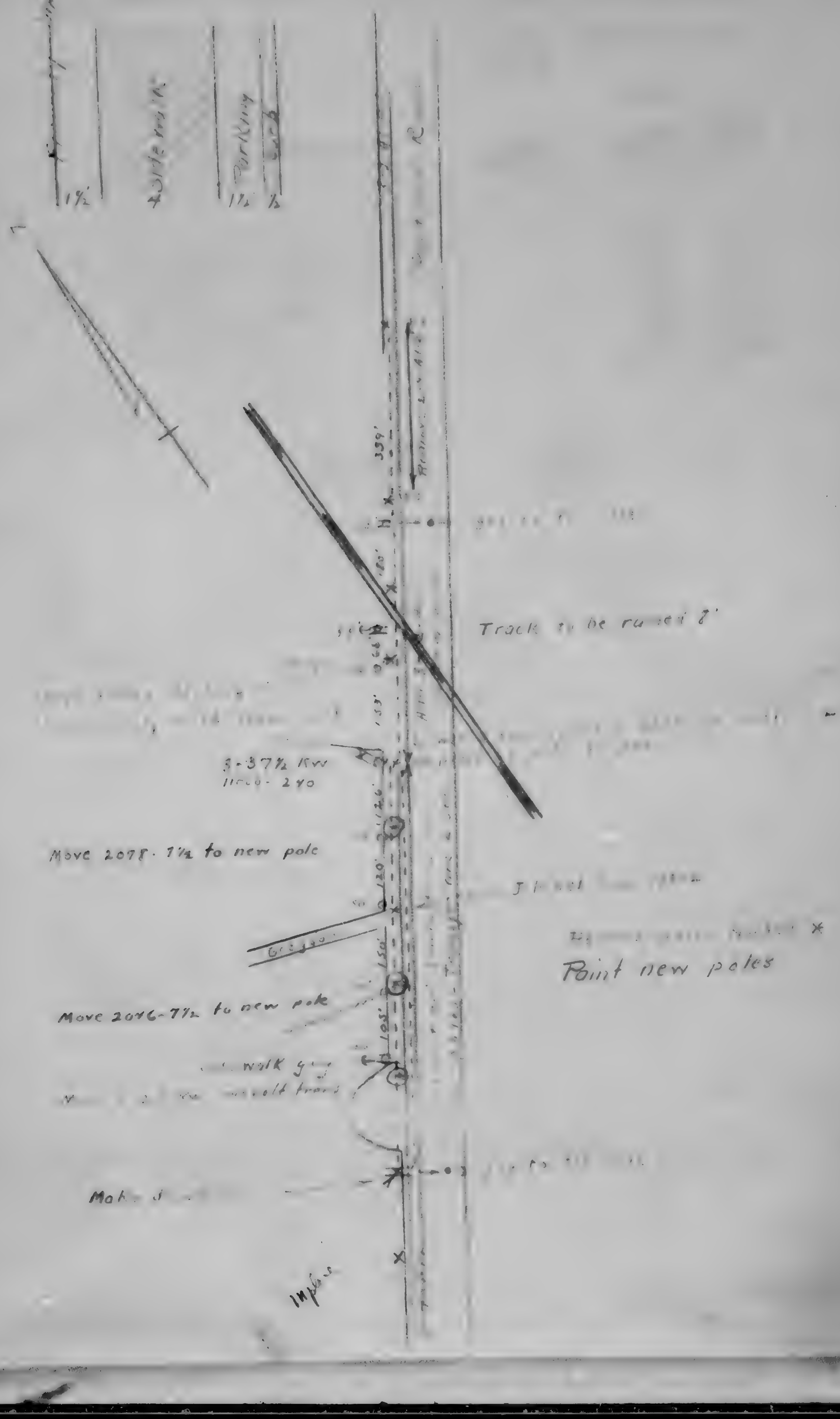
DATE

	[illegible]	[illegible]
	[illegible]	[illegible]
	[illegible]	3.51
	[illegible]	[illegible]
220	# 2 Al. [illegible]	31.51
213	# 4 Wp. 1000	[illegible]
[illegible]	# 4 Wp. [illegible]	55.36
[illegible]	# 4 Al. [illegible]	6.12

[illegible]

	Labor	Transp.	Total
[illegible] & transp. removing I 12 2 12 3318	[illegible]	7.70	[illegible]
Labor & transp. removing I 12 2 12 3321	[illegible]	7.70	48.70
[illegible] & transp. moving VI 731 43	[illegible]	[illegible]	24.61
[illegible] & transp. moving VI 731 54	[illegible]	[illegible]	17.30
[illegible] & transp. moving VI 731 52	[illegible]	[illegible]	4.26
[illegible] & transp. moving VI 731 6	2500	[illegible]	30.50

APPROVED


1½
Sidewalk
Parking
Curb
1½
½
339'
80'
Track to be raised 8'
155'
3-37½ Kw
11000-240
126'
Move 2078-7½ to new pole
120'
150'
Point new poles
Move 2076-7½ to new pole
105'
walk guy
Make
Impl

Job 2054

New Construction

Installation:

	Materials	Cartage	Labor	
Materials	$460.22			
Whse. Exp.	46.02			*
Transportation		$36.50		
Labor			$174.00	
10% Eng.-Supt.-Insurance.	50.62	3.65	17.40	OH
	$556.86	$40.15	$191.40	

	Cartage	Labor
Transferring wires	$4.44	$20.20
Transferring services	3.30	15.00
Transferring street light fixtures	1.76	8.00
Moving transformers	5.50	25.00
Removing poles	9.90	45.10
Removing wires	8.80	40.00
	$33.70	$153.30

Total Expense	$975.41
Less Salvage	296.10
	$679.31

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

OREGON AREA
730 S. W. OAK STREET
TELEPHONE ATWATER 6261

C. P. TOUSSIENG
GENERAL PLANT MANAGER

PORTLAND, December 19, 1935

MR. R. H. BALDOCK,
Oregon State Highway Engineer,
Salem, Oregon.

Attention: Mr. Paxton
Acting Bridge Engineer

Dear Sir:

In accordance with conversation of recent date between yourself and Mr. Quirk of our Engineering Department, which brought out the basis for computation, we are herewith attaching an estimate of the cost of our work which will be necessitated by the proposed grade separation project at the North City Limits of Salem, Oregon.

As explained to you, due to the importance of the Interexchange service through underground cable at this location, extreme care must be exercised in its rearrangement. With that in mind, we believe it necessary that all of our underground work be performed prior to the commencement of the excavation on this project.

In addition to the cost as outlined, this Company proposes to construct a small amount of additional plant to provide local service to customers located in this vicinity and we expect to bear the cost of this work.

We shall appreciate hearing from you in the near future concerning reimbursement for the costs involved. Because of the nature of the work and the type of plant involved, it would be very desirable that an early decision as to the matter be made in order that our plans and construction operations may not in any manner tend to interfere with an orderly program of operation.

Yours truly,

C P Toussieng
GENERAL PLANT MANAGER.

Attach:

ESTIMATED COSTS
REARRANGING T.P.T.& T. CO. PLANT AT THE NORTH CITY LIMITS OF SALEM, OREGON

	Material	Man Hours	Labor	Cartage	Direct Eng.	Incidentals	Total
Placing Underground Conduit and Manholes	$ 500.	900.	$675.	$ 50.	$ 200.	$ 75.	$1,500
Placing Underground Cable (Long Lines) Incl.Splicing Loading, etc.	1,000	590.	750.	50.	150.	50.	2,000
Placing poles, Xarms, Etc.	75.	50.	60.	5.	10.	10.	160
Placing Underground Cable (Local Distribution)	400.	180.	250.	30.	50.	20.	750
Placing aerial cable terminals	20.	10.	15.	3.	5.	7.	50
Removing Manhole Casting	-	5.	10.	-	-	10.	20
Removing underground cable (Long Lines)	-	150.	200.	10.	20.	20.	250
Removing Aerial cable (Local Distribution)	-	30.	35.	2.	5.	18.	50.
Pole Line Removal	-	60.	70.	5.	10.	15.	100.
Aerial Wire Removal	-	50.	60.	5.	5.	5.	75
Rebuild Manhole	10.	32.	37.	5.	10.	8.	70.
Rearranging Cable	-	40.	60.	5.	5.	5.	75.
TOTAL	$2,005.00	2,097.	$2,222.	$ 170.	$ 470.	$233.	$5,100.
Less Salvage (Cable & Wire)							500.
NET							$4,600.

December 13, 1935.

Mr. J. M. Devers:

I have today had a conference with the engineer for The Pacific Tel. and Tel. Company relative to the remodeling of their lines in the vicinity of the North Salem underpass.

At present, the telephone company have a six duct vitrified clay underground conduit on private property coming in from the north, paralleling the west side of the Southern Pacific right of way to a point approximately opposite highway station 43+60 from which point south beyond the limits of the project this conduit is on the present highway right of way.

The construction of the underpass makes necessary the relocation of this conduit from Station 43+60 southerly to approximately Station 36+00. A new conduit of the same type as the existing conduit will be installed outside of the structure and on right of way now being acquired for the new road to the Valley Packing Company for the entire distance shown above. The installation of this new conduit will be performed by the telephone company's forces, and the material entering into the construction of this conduit will be furnished by the telephone Company, they to be reimbursed for the cost of both labor and material, according to the provisions set forth in Works Program General Memorandum No. 6.

Such parts of the existing line as can be salvaged will be taken back by the telephone company, and the salvaged value thereof credited, as per above mentioned memorandum 6.

The telegraph company also has an aerial line on the easterly side of our present highway. It will be necessary to temporarily relocate this line during construction, and to relocate a permanent aerial line at the completion of the job. Labor and material for both the temporary and the permanent relocation will be furnished by the telegraph company and reimbursement made under the terms of memorandum No. 6. The agreement between the telephone company and the state should definitely provide reimbursement will be limited to the amount which the state can recover from federal funds.

NOTED
State Highway [illegible]

The agreement should also provide that the telegraph company will schedule their operations as directed by the engineer so that the minimum inconvenience may be occasioned the general contractor by their work.

Our contract for the structure will provide that the general contractor give the telegraph company access to the site to make these installations, and will require him to cooperate with the telegraph company to the greatest degree practicable.

I would ask that the necessary agreement covering the above be prepared for execution by the telephone company and the state.

G. S. Paxson

cc R. H. Baldock
H. G. Smith

Const
grade Crossings
North Salem

December 7, 1935.

Mr. J. M. Devers:

We are in receipt of a memorandum from Thos. H. MacDonald, extending the right of reimbursement for cost incident to grade separation work, to other public utilities as well as to railroads.

In connection with the North Salem grade separation project, we will have the water mains of the Salem Water Commission, the line of the Portland Gas & Coke Company, and the buried conduit of The Pacific Tel. & Tel. Company to take care of. I presume that agreements similar to those executed with the railroad companies should be made with these public utilities.

I have had conferences with Mr. Van Patten, Manager of the Salem Water Commission, and with Mr. Reddick, Engineer for the Gas & Coke Company, relative to the work to be done in rearranging the facilities of the Water Commission and the Gas Company. I am scheduled to meet with the Telephone Company next Thursday.

The points which should be covered in these agreements are as follows:

Salem Water Commission

The Water Commission will furnish all material for the permanent installation of the water mains changed, without reimbursement from grade separation funds. They now have a four inch steel main across this section of the highway, and in replacing, desire to increase the size to eight inches, and use a case iron main. This then becomes a betterment, and I have told them that as such, the cost of material is not recoverable from grade separation funds. This is in line with Section 9 of Memorandum 6.

The labor of installing this new main is the same as the labor would be in the reinstallation of the existing main, and following a conversation between Mr. Probert and Mr. Caufield, I have told them that this labor could be covered by grade separation funds.

The Salem Water Commission will lay a temporary two inch main and install temporary service connections wherever the present set-up is disturbed. They will furnish the material for this temporary main at cost price, and will allow salvage on the material when returned, according to Paragraph 8 of Memorandum 6.

All labor, both on the temporary connection and on the permanent installation is to be done by forces of the Salem Water Commission under the same provisions as set up in Memorandum 6 covering railroad forces.

The permanent installation is to be placed in the positions as shown on our plans for this project, and in general, will be along the westerly side of our structure and on the new right of way purchased for the road in front of the Valley Packing Company.

The Salem Water Commission is furnishing us with detailed estimates covering all items for which they can expect reimbursement. In our conversation, I informed Mr. VanPatten we could only reimburse them in the amount that we could recover from the federal government, and that our agreement with them would be based on that premise, and would be definitely tied up to Memorandum 6.

The agreement should also provide that they are to schedule their operations as directed by the engineer so that the least possible interference may be had with the general contractor.

The Portland Gas & Coke Company

The Portland Gas & Coke Company have an eight inch line which will be interfered with in constructing this underpass. They will relay this same pipe line in a new location along the westerly side of our structure in the positions as indicated on our plans. Since this does not involve a betterment of their existing facilities, the entire cost of the change should be reimburseable under general Memorandum 6.

They will first lay a temporary line, will then salvage the present eight inch main and move it to its new position. Material for the temporary line will be billed at cost price, and they will accept a credit for salvage. Such additional material as is necessary for the permanent construction is covered under Memorandum 6. All labor in salvaging and reinstalling the permanent line and in installing and salvaging the temporary line will be done by the forces of the Gas Company under the terms of Memorandum 6.

I have informed Mr. Reddick that we could only reimburse them in the amount which we could recover from the federal government under General Memorandum 6.

The agreement should also provide that they are to schedule their operations as directed by the engineer so that the least possible interference may be had with the general contractor.

Mr. J. M. Devers, #3 December 7, 1933.

I will send you data for the agreement with the Telephone Company as soon as I can get it together.

G. S. Paxson

cc R. H. Baldock ✓
S. H. Probert
F. D. Mason

PORTLAND GAS & COKE COMPANY
Operating Department

ESTIMATED COST OF RELOCATING GAS MAINS ON PAC
HIGHWAY AT NORTH SALEM UNDERCROSSING

	MAN HOURS	LABOR	PIPE	MISCELLANEOUS FITTINGS AND CONSTRUCTION MATERIAL	AC CU W
Shut down 9 miles 8" H.P. main and service customers	82	$ 54.12	$ -	$ 12.00	$
Run 1600 feet 4" by-pass with connections to 8" main	350	231.00	368.00	51.20	
Remove 1355 feet 8" Main	420	277.20	677.50	61.50	
Relay 1390 feet 8" Main	1050	693.00	695.00	156.00	
Lower 260 feet 8" Main	125	82.50	-	18.60	
Remove 1600 feet 4" by-pass	85	56.10	368.00	12.50	
Cut off and reconnect 1" main at Gregson Street	2	1.32	-	1.25	
Relocate 80 feet 2" main at Beech St.	30	19.80	13.70	2.20	
TOTAL	2144	1415.04	31.20	315.25	

O. S. 10-2

ON DETAIL OF WORK ORDER

SHEET 2 OF 9 SHEETS

PORTLAND GAS & COKE COMPANY
Operating Department

RIPTION

December 9, 1935

ESTIMATED COST OF RELOCATING GAS MAINS ON PACIFIC HIGHWAY AT NORTH SALEM UNDERCROSSING

LABOR	PIPE	MISCELLANEOUS FITTINGS AND CONSTRUCTION MATERIAL	ACETYLENE CUTTING AND WELDING	MISC. INVOICES	CARTAGE	TOTAL
$ 54.12	$ -	$ 22.00	$ -	$ -	$ 50.00	$126.12
231.00	368.00	51.20	130.00	12.00	50.00	842.20
277.20	677.50	61.50	50.00	12.00	27.00	249.80
693.00	695.00	156.00	210.00	36.00	65.00	1855.00
82.50	-	18.60	-	-	25.00	126.10
56.10	368.00	12.50	20.00	-	10.00	269.40
1.32	-	1.25	1.00	-	-	3.57
19.80	13.70	2.80	5.50	-	2.70	43.90
1415.04	31.20	315.25	416.50	60.00	229.70	2457.69

OAC:AP

11-34 100M

C. S. 30-2

DISTRIBUTION DETAIL OF WORK ORDER

SHEET 2 OF 9 SHEETS

STATION LOCATION AND BRIEF DESCRIPTION

NO. PD 14209

ESTIMATED BY

DATE Dec. 6, 1935 193

RECEIVED DEC 9 - 1935

UNIT	QUANTITY	CHARACTER OF WORK	AMOUNT LABOR	AMOUNT MATERIAL	AMOUNT TOTAL
		SUMMARY OF RECOLLECTIBLE			
		2930 ft. Shoofly		5572.	
		Rearrange spur tracks. Remove 2260' M.L.		3834.	
		Raise under traffic 2 spurs		1512.	
		Replace 2260' Main Line		6168.	
		Raise 700' M.L. 600' Shoofly under traffic		1579.	
		Raise 350' " 500' " 1020 O.T. under traffic		2267.	
		Restore Valley Pkg. Co. Raise 350' track		1630.	
		Remove shoofly. Restore siding and 2 spurs		2492.	
		Restore Shell and Hyde tracks		1602.	
		Rearrange signals, temporary and permanent		2002.	
		Telegraph & telephone lines		4298.	
		Plans and engineering		3000.	
		TOTAL RECOLLECTIBLE		35956.	
		- - - - -			
		Construct 2930' shoofly, of which 2270' will be New Construction and shift 400' of present Main Line at East end & 260' at West E			
Set	1	Unt. sw. ties		70.	
Ea	1400	" " " @ 70¢		980	
"	1	SH 90# switch comp.		165.	
LF	4491	SH 90# rail 60.15 GT @ 22.40		1347.	
Ea	150	SH 90 Cont. Jts 6.45 T @ 37.00		239.	
"	600	Nut lock @ 5¢		30.	
Lbs	800	Bolts & nuts @ 4¢		32.	
"	6000	Spikes @ 3¢		180.	
Ea	2600	SH tie plates @ 11¢		286.	
"	1	Switch bonded & wired	35.	40.	
T ft	2270	Bonded	35.	20.	
Material Yard,		Assemble & Load Mtl.	135.		
T Ft	2270	Track labor @ 40¢	908.		
Ea	1	Install switch	75.		
Days	300	Maintenance @ 6.56	1968.		
T Ft	660	Shift & resurface @ 50¢	330.		
		Freight (Brooklyn & Ret. 100)		140.	
		Work Comp & PL Ins.		345.	
		10% Conting.	345.	391.	
		COST.	3831	4265	8096
SALVAGE:					
NT	6.45	Joints @ 37.00	239.		
Ea	1	SH Switch	125.		
GT	60.15	SH Rail	1347.		
Ea	2600	Tie Plates	286.		
	Lot	SH Ties	500.		
NT	3	Misc. Scrap @ 9.00	27.		
		SALVAGE	2524		
		DR. RECOLLECTIBLE			5572

DISTRIBUTION DETAIL OF WORK ORDER

SHEET 3 OF 9 SHEETS

STATION LOCATION AND BRIEF DESCRIPTION

NO. PD 14209

ESTIMATED BY

DATE Dec. 6, 1935 193

UNIT	QUANTITY	CHARACTER OF WORK	AMOUNT LABOR	AMOUNT MATERIAL	AMOUNT TOTAL
		Rearrange spur tracks & take up 2260' M. L.			
TrFt	2260	Remove main line @ 25¢	565.		
"	375	Take up Valley Packing Co. track incl. 1 switch	80		
"	270	Take up Hyde Co. track incl. 1 switch	60		
"	220	Do. Shell Co. track incl. 1 switch	55		
"	80	Do. Union Oil Co. " " 1 switch	40		
"	303	Shift & Reballast Union Oil Co	207	50.	
"	318	Shift Marion County incl switch	209	80.	
"	623	Remove siding	90		
"	145	Shift track include 1 switch	130	40	
Ea	3	Switches bonded and wires	105	120	
		Install switch and rearrange tracks to serve Shell, Hyde and Feed Mill and construct 838' temporary track, see detail attached.	632	899	
Tr.Ft.	375	Connect Valley Packing Co. to shoofly using material released above and extend 35' and shift 50	300	100	
		Material yard labor	50		
		Workmen's Comp & Ins.		247	
		10% Conting.	247	156	
			2770	1662	4432
SALVAGE:					
LF	70	SH 90# rail 0.94 GT @ 22.00	21		
PR	2	SH 90# CR Jts .086 @ 37	3		
		SALVAGE	24		
		Salvage, detail attached	574		
			598		
		DR. RECOLLECTIBLE			3834
		Detail of temporary track 978' for Shell, Hyde, Feed Mill and material spur (or which 20 in place 120' shifted)			
Ea	1	Untr. Sw. ties		70.	
Ea	250	" track ties @ 70¢		175	
Ea	1	SH 90# Spit switch	50	165	
LF	742	SH 90# rail 9.94 GT @ 22.40		223	
PR	22	SH 90# CR Jts 0.97 NT @ 37.		36	
"	4	Ins 90# Joints @ 10.00		40	
Ea	88	Lock washers @ .05		5	
Lbs	117	Bolts track @ .04		5	
Lbs	1750	Spikes " @ .03		53	
Ea	400	SH 10" tie plates @ 11		44	
Tr Ft	678	Lay & surface @ .20	136		
"	678	Place ballast @ .20	136		
Ea	1	Place bond & wire switch	70	40	
TrFt	160	Install spur Shell track	120		
"	60	Shift " " "	20		
"	60	" " Hyde "	20		
		Assemble & load material	50		
		(98 miles) freight Brooklyn & return		28	
		Shift carbody and wood shed	30	15	
			632	899	1531

C. E. 30-2

DISTRIBUTION DETAIL OF WORK ORDER

SHEET 4 OF 9 SHEETS

STATION LOCATION AND BRIEF DESCRIPTION

NO. PD 14209

ESTIMATED BY

DATE Dec. 6, 1935 193

UNIT	QUANTITY	CHARACTER OF WORK	AMOUNT LABOR	AMOUNT MATERIAL	AMOUNT TOTAL
SALVAGE:					
Ea	1	SH Switch 90#	125.		
GT	9.94	SH 90# Rail @ 22.40	223		
NT	0.97	SH 90# CR Joints	36		
Ea	400	SH 10" tie plates	44		
Jts	4	SH 90# Ins. Jts	20		
NT	0.45	Miscl. scrap	4		
		SH Track ties	122		
		SALVAGE	574		

Raise under traffic 2 spurs between Engrs. Sta 1555 plus 50 and 1562 plus 00-842' Maximum raise 18".

UNIT	QUANTITY	CHARACTER OF WORK	AMOUNT LABOR	AMOUNT MATERIAL	AMOUNT TOTAL
CY	350	Gravel @ 40¢		140.	
CY	250	Cr gravel @ 80¢		200	
TrFt	842	Raise & surface @ 50¢	421.		
Ea	2	" switches @ 50.	100		
		Unload & spread	125		
		Work train	50	40	
		(Eugene 73 M) Frt. on cr. gravel		166	
		(Independence 18 M) Do.		62	
		Workmen's Comp PL Ins		70	
		10% Conting.	70	68	
		DR. RECOLLECTIBLE	766	746	1512

Replace 2260' of main line which was removed:

UNIT	QUANTITY	CHARACTER OF WORK	AMOUNT LABOR	AMOUNT MATERIAL	AMOUNT TOTAL
CY	1730	Cr. rock @ .85		1471	
Ea	160	Creo tr ties @ 1.14		182	
Ea	548	Lock washers @ .05		27	
Lbs	400	Track bolts (50%) @ .04		16	
Lbs	2100	" spikes " @ .03		63	
TrFt	2260	Rebond	35	20	
"	660	Shift main & resurface @ 30¢	198		
		(Eugene 73 M)Frt on ballast		1149	
TrFt	2260	Lay & surface @ 25¢	565		
"	3400	Place ballast @ 40¢	1360		
		Work train	150	120	
		Material yard labor	20		
		Workmen's Comp PL Ins		231	
		10% Conting.	231	330	
		DR. RECOLLECTIBLE	2559	3609	6168

East end-Raise under traffic 700' ofmain line in final location. Maximum raise 1.5 feet & 600' of shoofly, 1 ft. maximum raise.

UNIT	QUANTITY	CHARACTER OF WORK	AMOUNT LABOR	AMOUNT MATERIAL	AMOUNT TOTAL
Ea	1	Remove switch	35		
CY	590	Gravel @ .40		236	
CY	120	Cr rock @ .85		102	
TrFt	1300	Raise & surface @ .40	520		
		Unload & spread	100		
		Work train	100	80	
		(Eugene 73 M) Frt. cr. rock		80	
		(Independende 18 M) Frt.gravel		104	
		Material yard labor	2		
		Workmen's Comp PL Ins		76	
		10% Conting.	76	68	
		DR. RECOLLECTIBLE	833	746	1579

DISTRIBUTION DETAIL OF WORK ORDER

SHEET 8 OF 9 SHEETS

STATION LOCATION AND BRIEF DESCRIPTION

NO. PD 14209

ESTIMATED BY

DATE Dec. 6, 1935 193

UNIT	QUANTITY	CHARACTER OF WORK	AMOUNT LABOR	AMOUNT MATERIAL	AMOUNT TOTAL
West end raise under traffic 350' of main line 55' of sidin and 500' of shoofly- 170' temp spur- Hyde-Shell, etc. & 300' Union Oil spu					
CY	550	Gravel @ 40.		220.	
CY	230	Cr. rock @ 85¢		196	
CY	255	Cr. rock @ 80¢		204	
Tr Ft	850	Raise track @ 50¢	425.		
"	1020	" " @ 20¢	204.		
		Unload & spread	125		
		(Eugene 73 M) Frt on cr. rock		322	
		(Independende 18 M) Do gravel		97	
		Work train	100	80	
		Material yard labor	3		
		Work Comp & PL Ins		85	
		10% Conting.	85	121	
		DR. RECOLLECTIBLE	942	1325	2267
Restore Valley Pkg. Co. track to permanent location and raise 350' under traffic. Maximum raise 3.5					
CY	500	Gravel @ 40¢		200	
"	200	Cr Gravel ballast @ 80¢		160	
Tr Ft	410	Remove from shoofly	70		
Ea	1	Remove switch	35		
"	375	Place in permanent location	90	10	
Ea	1	Place bond & wire switch	85	40	
TrFt	50	Shift	15		
"	350	Raise under traffic @ 75¢	263		
		(Independence 18 M) Frt on gravel		89	
		(Eugene 73 M) " " ballast		133	
		Unload and spread	100		
		Work train 1 day @ .70	50	40	
Ea	30	Untr 7x8 ties (20% renewal)		21	
		Material yard labor	10		
		Workmen's Comp & PL Ins		71	
		10% Conting.	71	77	
		DR. RECOLLECTIBLE	789	841	1630
Remove shoofly, restore siding Restore Union Oil spur and extend 22 ft. (325) Restore Marion County spur and extend 42 ft. (360)					
TrFt	2270	Remove shoofly incl. siding switch	400		
"	392	Remove Incl. 2 switches	110		
"	2150	Shift Union Oil spur	25		
Ea	100	Untreated ties @ 70¢		70	
LF	128	SH 90# rail 1.71 GT @ 22.40		38	
Prs	5	SH C.R. Jts 0.21 NT @ 37.		8	
Ea	20	Nut locks @ 5¢		1	
Lbs	32	Bolts @ 4¢		1	
"	300	Spikes @ 3¢		9	
Ea	50	SH tie plates @ 11¢		6	
CY	465	Cr gravel ballast @ 80¢		372	
TF	1093	Lay & surface @ 20	219		
"	685	Place ballast @ 20¢	137		
"	623	Place ballast on Sdg @ 30¢	187		
Ea	1	Place wire & bond switch	85	40	
Ea	2	Place switch	80		
		Material yard labor	37		

DISTRIBUTION DETAIL OF WORK ORDER

SHEET 6 OF 9 SHEETS

STATION LOCATION AND BRIEF DESCRIPTION

NO. PD 14209

ESTIMATED BY

DATE Dec. 6, 1935 193

UNIT	QUANTITY	CHARACTER OF WORK	AMOUNT LABOR	AMOUNT MATERIAL	AMOUNT TOTAL
		(Brooklyn 49 M) Frt on trk. mtl.		3.	
		(Eugene 73 M) " " ballast		309	
		Workmen's comp & PL		128	
		10% Conting.	128.	99	
		DR. R#COLLECTIBLE	1408	1034	2492

Restore Shell track to permanent location and extend 90'
Restore Hyde track to permanent location and extend 180'

UNIT	QUANTITY	CHARACTER OF WORK	AMOUNT LABOR	AMOUNT MATERIAL	AMOUNT TOTAL
TrFt	838	Remove tem track incl 2 switches 130			
Ea	185	Ties @ 70¢		130.	
LF	540	SH 90# rail 7.23 GT @ 22.40		162.	
Ea	16	SH joints .69 T @ 37.		26	
"	94	Nut locks @ 5¢		5	
Lbs	100	Bolts @ 4¢		4	
"	600	Spikes @ 3¢		18	
Ea	230	Tie plate @ 11¢		25	
CY	200	Cr gravel ballast @ 80¢		160	
TrFt	760	Lay & surface @ .20	152.		
"	760	Place ballast @ 20¢	152.		
Ea	2	Place wire & bond switches	170	80	
		Material yard labor	37		
		(Brooklyn 49 M) freight		8	
		(Eugene 73 M) Freight ballast		133	
		Workmen's Comp & PL Ins.		64	
		10% Conting.	64	82	
		DR. RECOLLECTIBLE	705	897	1602

Signal work, move signals 7204 & 5 to temp. location on shoofly
Wire temporarily 3 switches & 2 derails on shoofly. Install 8 adnl. ins. jts. on shoofly.
Place 2000' of 7 Condr. cable on W U T poles temp. for signals.
Remove present pole line.
Rearrange present wig wag at Silverton road (now on wrong side) and shift wig wag from highway to Silverton Road crossing.
Move home signals to permanent location
Move dist. signal 7211farther east.
Rebuild 1500' of pole line.

Detail of above:

UNIT	QUANTITY	CHARACTER OF WORK	AMOUNT LABOR	AMOUNT MATERIAL	AMOUNT TOTAL
Ea	2	Sig.foundations & extra inst. cases	25	280	
Ea	1	Wire track cut	25	10	
"	2	Place home sig. on shoofly	140	120	
Ea	3	Wire switches & derails	105	120	
"	8	Ins Jts acct switches	16	88	
LF	2000	7 Condr. cable	80	340	
		Remove pole line	25		
		Remove Xing signal	20		
		Rearrange existing wigwag	60	20	
Ea	2	Place home sigs. in perm.loc.	180	110	
"	1	Move dist. signal	90	80	
LFt	1500	Rebuild pole line	70	50	
		Material yard labor	100		
		Work comp. & PL Ins		84	
		10% Conting.	84	140	
			1020	1442	2462

11-34 100M C. E. 30-2

DISTRIBUTION DETAIL OF WORK ORDER

SHEET 9 OF 9 SHEETS

STATION LOCATION AND BRIEF DESCRIPTION

NO. PD 14209

ESTIMATED BY

DATE Dec. 6, 1935

UNIT	QUANTITY	CHARACTER OF WORK	AMOUNT		
			LABOR	MATERIAL	TOTAL
SALVAGE:					
LF	2000	7 Condr. Cable (25% Dpr)	255.		
Ea	2	Inst. Cases	205.		
		Salvage	460.		
		DR. RECOLLECTIBLE			2002
Telegraph & Telephone Lines. Construct 2900 ft. temporary line along shoofly using two 19 conductor cable. Remove present line and reconstruct line in permanent location.					
Temp.	Line.				
Ea	25	Untr. Poles	200	150.	
"	50	Hangers	25	25	
"	8	Anchor Rods	10	5	
"	8	" Blocks	8	8	
LF	600	6000# Guy Strand	20	15	
		Miscellaneous	50	50	
LF	5800	19 Condr. cable	150	2320	
		Freight		50	
		Work comp. & PL Ins/		46	
		10% Conting	46	267	
		Cost of temp line. DR. RECOLL.	509	2936	3445
Remove present line and replace it with permanent line, also remove temporary line along shoofly.					
Ea	25	Poles @ 25.00		625.	
"	50	Cross Arms		50	
"	50	" " Bolts		10	
"	500	Steel Pins		50	
"	500	Insulators		50	
"	8	Anchor Rods		5	
"	8	" Blocks		8	
LF	600	Stranded Guy Cable		15	
Ea	16	Guy Clamps		4	
M	2	Copper Wire		50	
Lbs	50	" tie wire		10	
Ea	100	Cross Arm Braces		10	
		Labor remove present line and construct new line	1000.		
		Remove shoofly line	200.		
		Freight		150	
		Work Comp. & PL Ins		120	
		10% Conting.	120	116	
			1320	1273	2593
		Salvage, Cable Less 25% Depr.	$1740.00		
		DR. RECOLLECTIBLE			853
		Plans & Engineering		3000.	
		DR. RECOLLECTIBLE			3000
		TOTAL RECOLLECTIBLE		$35956.00	

FORM B-E-1 25182 1500 10-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

December 6, 1935.

Mr. E. L. King
Southern Pacific Co.,
Union Station,
Portland, Oregon.

Dear Sir:

Under separate cover we are mailing you three prints each of drawings 5753-5771, inclusive, covering the details of the design for the North Salem Undercrossing. Included in these sets are the drawings which were furnished by your company.

A slight change in alignment was found necessary which caused revised stationing and a new angle of intersection between the center of the highway and the center of the railroad. This, in turn, carried back into the dimensions of the girders. We have changed these dimensions to correspond with the new angle but would like to have your office check the figures.

With the exception of the plans for lighting, and the plans for the syphon at the north end of the bridge, this design is now complete. As we are planning on letting this contract on the 9th of January and must submit completed plans to the Bureau of Public Roads by the 19th of December, we are asking that you check over these plans at your earliest convenience, and if any changes or suggestions are to be made, they should reach us before the 19th of the month.

Will you kindly return one set of plans to us with your approval, or marked to indicate the changes you desire.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED

By

G. S. Paxson
Acting Bridge Engineer

OAC:AP

FORM 2-8-1 1M 9-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

November 7, 1935.

IN REPLY PLEASE REFER TO FILE NO. 24-5

Mr. R. H. Baldock,
State Highway Engineer,
Office.

ATTENTION: Mr. H. H. Hackett.

Dear Sir:

We hand you herewith descriptions of property to be acquired in connection with the North Salem grade separation project, also a detail map for checking purposes.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock

19-12

November 12, 1935.

Mr. J. W. DeSouza:

Following a conference between Mr. Feikert and myself concerning the division of maintenance on the North Salem Underpass, the following is agreed to as satisfactory to both the state and the railroad company, subject to final approval by the San Francisco office of the Southern Pacific Company.

1. The railroad will maintain that portion of the highway and pedestrian subway structures which support the tracks and railroad equipment operating thereover, namely, the track, ballast, concrete roadbed trough, structural steel and supporting foundations.

In addition, the railroad will maintain all structural steel and deck of tunnel, including concrete guard fence thereon.

2. The state will maintain the balance of the structure and all roadway and sidewalk surfaces, all drainage, lighting, ventilation and sanitation, and will perform such maintenance on the entire structure for the upkeep of appearances, as required in accordance with highway standards.

In addition, the state will do any water-proofing and maintenance of said water-proofing, on that portion of the deck of the tunnel outside the concrete trough as is necessary to prevent damage or inconvenience to its roadway travel.

I would ask that you incorporate the above schedule in a supplemental agreement which can be presented to the Public Utilities Commissioner as soon as formal approval is received from San Francisco, and which can be made the subject of a supplemental order completing the order now in effect.

G. S. Paxson

cc Mr. Feikert
Mr. Baldock

November 8, 1935.

Memorandum of conference held with
Southern Pacific (Mr. Feikert & Mr. Fair)
in Bridge Department Office, this date.

J. W. DeSouza:

The following is the tentative division of maintenance on the North Salem Undercrossing:

The State will maintain retaining walls, slopes, roadway and sidewalk surfaces beyond the limits of the tunnel portion of the structure.

The State will also maintain the roadway surfaces and sidewalk surfaces, including any measures necessary for sanitation, within the tunnel portion of the structure.

The state will do any maintenance, the purpose of which is the maintaining of appearance any portion of the structure pertaining to architectural features.

The Railroad will maintain the tunnel portion of the structure, in so far as maintenance is necessary to keep the same structurally sound.

The Railroad will also maintain the deck of the tunnel, including the parapet walls, and also such portions of the abutment walls as may be necessary for the support thereof, and likewise shall maintain the mass concrete portion of the pedestrian tunnels.

G. S. Paxson

[illegible]

[illegible]

FORM 2-K-1 23491 1500 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

Const
Grade Crossings
Salem

November 2, 1935

IN REPLY PLEASE REFER TO FILE NO.

File

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Hearing upon the petition of the State for the North Salem undercrossing was held in Portland, Oregon, on October 31, 1935, and an order permitting the construction of the undercrossing was entered.

During the hearing, however, differences developed as to the responsibility for maintenance, the State taking the position that Southern Pacific Company should be required to maintain the entire 550 feet of the tunnel, including the deck and supporting members, and Southern Pacific Company taking the position that the railroad should be required to maintain only the area included within the "trough" supporting the tracks.

It appeared that the Examiner was going to enter an order favoring the position of the railroad company, and in order to avoid this we had the matter of maintenance reserved for future responsibility, and the order as finally entered contains the following clause:

> "It is ordered that the petition of the Oregon State Highway Commission for permission to construct this undercrossing be, and the same is hereby granted, save and except the manner of allocation of maintenance costs, the determination of which hereby is reserved for such decision by the Commissioner in the event the parties shall subsequently fail to adjust the matter amicably between themselves."

The plan of the State maintaining overcrossing structures and the railroad company maintaining undercrossing structures, as it has prevailed in the past, is a question of practice only and is not one of law defined or set out under the statutes, being more or less in the discretion of the Public Utilities Commissioner.

The factors involved at the North Salem undercrossing are perhaps rather unusual, and in order to avoid a definite adverse ruling by the Public Utilities Commissioner which might be used as a precedent in future instances, it is suggested that it would be very advisable for the engineers of this department and the engineers of Southern Pacific Company to study the matter in detail and arrive at an amicable solution if the same is possible.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. G. S. Paxson

Const
Grade Crossings
Salem

October 21, 1935.

Mr. J. M. Devers

The following will be the division of the work on the North Salem subway between the state and the Southern Pacific Railway Company:

The state is to construct the grade separation structure, together with all roadway grading, surfacing, retaining walls and other work incident to the completion of the highway.

The state will also provide all right of way and easements both for highway and railway revision.

The state will place the embankment for the shoofly track and for the raising of the main line, except such portions thereof as are to be raised under traffic.

The state will also place the embankment and do the grading for the revision of all sidings and spur tracks serving industries affected by the project. The Southern Pacific Railway Company has furnished considerable engineering services in connection with the design for which they are to be reimbursed.

The railroad company will lay all tracks, including ties, rails and ballast for the shoofly track, the revision of the main line, and all sidings and spur tracks.

The railroad will provide such flagmen as is necessary to safeguard their operations, and will make all revisions to their signal system and telegraph lines.

G. S. Paxson

CC R. H. Baldock
S. H. Probert
H. G. Smith

October 17, 1935.

Mr. S. H. Probert
Mr. E. G. Smith
Mr. J. M. Devers

The following is the status of the North Salem subway project:

The plans for this subway are practically complete. It will be necessary to carry railroad traffic by this construction on a shoofly track. This shoofly track can be placed on either side of the existing main line. Should we elect to place the track on the west side of the main line we will be crossing over the buried telephone conduits of The Pacific Tel. and Tel. Co., and will be placing a fill approximately eight feet high across these conduits. I understand that this conduit is a six duct tile affair and I am a little bit doubtful as to its withstanding the load of the shoofly embankment and the heavy railroad traffic. This shoofly would also cross through the lawn in front of the Valley Packing Company where we would have a cut of approximately two feet and will necessitate the removal of the transformer supplying power to the Valley Packing Company. The remainder of this shoofly would be on Southern Pacific property and would present no difficulty.

Should we elect to place the shoofly on the east side of the track we will be required to acquire and move at least two small buildings north of the present intersection and would then go through the Marion County shop yards.

Mr. Neef is now working on this job in the field and I will shortly have an estimate of the grading costs on both of these shoofly lines. I will then ask the Right of Way Department to make an estimate of right of way costs for both lines so that we can decide on which side of the main line to place the shoofly.

The railroad company now has a 60 foot right of way both north and south of the crossing which right of way is ample for a double track development at the present grade of the railroad. We are, however, raising the railroad grade approximately eight feet at the crossing which,

NOTED
State Highway Engineer

in the event of a double track development, will take the railroad fill slopes as much as eight feet outside of their present right of way line. Therefore, Future widening will be on the east side of the present main line so that the right of way is affected on one side only. Mr. Feikert brought this up in conversation a few days ago and feels that this additional right of way is a proper cost to the railroad company chargeable to the grade separation.

I have not been advised as to what our policy would be with reference to such right of way. No agreement with the railroad has been reached as to division of work but I presume the procedure will be the same as that proposed for the Wall Creek subway which is as follows:

The state to build the structure, do all highway grading and surfacing, and to place the railroad embankment both for the main line within the limits of the shoofly and for the shoofly track and siding; the railroad to lay all trackage on main line, shoofly and siding, and to ballast the same and also to place such embankment as is necessary for the raising of that portion of the main line which is to be done under traffic.

Application for P.U.C. permit has not yet been made. We are in position to furnish the necessary maps and plans for this application at any time.

The above summarizes the status of this project in so far as I have been advised concerning it.

G S Paxson

G. S. Paxson

GSP:AP

cc Mr. Baldock

[illegible] 25000 500 6-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

October 4, 1935

IN REPLY PLEASE REFER TO FILE NO.
4-2803

~~Mr. R. H. Baldock~~
~~State Highway Engineer~~
~~Salem, Oregon~~

Dear Sir: Attention: Mr. C. B. McCullough

We are this date transmitting to you the following data in connection with the survey for a grade elimination at the north entrance of Salem:

Detail Map — 1" = 100'
Detail Map — 1" = 10'
Detail Map — 1" = 50'
Detail Map of Undercrossing Drainage — 1" = 50'
White Print — 1" = 50'
White Print — 1" = 100'
1 Profile - Horiz. 1" = 50' - Blue Prints
Vert. 1" = 5'
1 Profile - Horiz. 1" = 20' Blue Print
Vert. 1" = 2'
Profile of Drainage Plan
Siphon Plan
Platted Cross Sections of Gregson Street
Platted Cross Sections Pacific Highway
Stations 44+00 to 60+00
Platted Cross Sections Pacific Highway
Stations 33+50 to 43+50
Platted Cross Sections Railroad North of
Intersections of Railroad and Highway
Tracing - 1" = 100'
Platted Cross Sections of Lana Avenue
Letter from Pacific Telephone Company
Revised Detail Map — 1" = 100'
Tracing of Same
Right of Way Descriptions
Coordinate Sheets
Property Plats (Blue Prints)
3 Books of Field Notes
Estimates in Duplicate (Undercrossing and Overcrossing)

23490 800 6-28

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

October 4, 1932

NOTED

In addition to the above list the following maps, profiles, etc., have previously been turned over to your office:

1 Profile - Horiz. 1" = 50' - Blue Print
Vert. 1" = 5'
Profile of Gregson Street
Yardage Sheets Gregson Street
Profile of Lane Avenue
Yardage Sheets - Lane Avenue
1 Tracing 1" = 50' Map

If anything further on this project is required please advise and this office will be pleased to furnish additional information or secure more data.

Yours very truly,

WM. E. CHANDLER
Division Engineer

By

G. W. Ross
Office Engineer

GWR:EB
cc R. H. Baldock ✓
H. G. Smith

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

1217-A

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM ORG OCT 4 1938

E L KING

SUPT SOUTHERN PACIFIC CO PORTLAND ORG

CANNOT APPROVE SUGGESTION BY KIRKBRIDE REGARDING SALEM UNDERCROSSING BECAUSE SUGGESTED SCHEME ELIMINATES DAYLIGHTING AND VENTILATION OF SUBWAY STOP SUBWAY DESIGN IN ACCORDANCE WITH YOUR ORIGINAL PLAN AND FURTHERMORE PROJECT MUST BE COMPLETE AND READY FOR ADVERTISING NOT LATER THAN NOVEMBER FIRST TO CONTRACT STRUCTURE BEFORE DEADLINE ON DECEMBER FIFTEENTH STOP BELIEVE DECK CAN BE MADE WATERTIGHT WITH PRESENT DESIGN

R H BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

Const.
grade crossing
Salem U/C

September 27, 1935.

Mr. R. H. Baldock:

I am handing you herewith map of North Salem undercrossing which indicates the change of entrance facilities to the Valley Packing Company requested by said company (you already have a report from Mr. Devers of a conference which he had with Mr. Cross in this connection).

The scheme proposed to meet Mr. Cross' objections, is indicated in green, and the original scheme in green and brown.

You will note that the original plan was to provide a 24 foot roadway from the Valley Packing Company's plant to Gregson Street (which latter street is unimproved) and to pave down Gregson Street to its intersection with Brook Street.

The new scheme contemplates the extension of the roadway past Gregson Street parallel to the undercrossing structure, and the development of a turning plaza at the end. Mr. Smith's office is preparing estimates of cost for the two different schemes, including the right of way, and will doubtless present this material to you within a short time.

I am sending you the general plan at this time in order that you may be looking it over. This should be decided upon before we complete the plans for contracting.

C. B. McCullough

CBM:AP
cc Mr. Devers

FORM 8-B-1 21948 500 12-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

Const.
Grade Crossings
North Salem U/C

September 19, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. G. Smith,
Construction Engineer,
Office.

Dear Sir:

Herewith are estimates of cost of two outlets from the Valley Packing Company at the North Salem undercrossing. One outlet is via Gregson Street, and the other is parallel to the highway to a point south of Gregson Street.

In making these estimates, a 24-foot standard concrete pavement without subbase was used. Rock shoulders 8" x 6' were provided on Gregson Street. Sidewalks and curbs were carried on both sides of those portions of each outlet that are parallel to the highway.

A basis of 8 cents per square foot was used on unimproved property, and 12 cents on lawns was used in estimating right of way expense. Separate amounts were added for trees destroyed and houses moved.

The comparison between the two estimates shows the connection parallel to the highway to be approximately $3,000.00 more expensive than the Gregson route.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

cc R. H. Baldock ✓

FORM 5-A-1 21043 2M 5-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Co
Grad Crossing
Undercrossing
North Salem

September 16, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler,
Division Engineer,
Salem, Ore.

Dear Sir:

Herewith is a print of the North Salem Undercrossing on which has been shown an alternate outlet for the packing plant from Gregson St. south to a connection with the highway south of the Underpass. Please prepare an estimate of the cost of this outlet in comparison with the improvement of Gregson St.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. W. Libby
H.

CC to
R. H. Baldock

FORM 8-K-1 19011 1500 1 35

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

Const.
grade crossings
N. Salem U/C

September 7, 1935

Mr. R. H. Baldock,
Office.

Dear Mr. Baldock:

I am inclosing a copy of a letter I received today from Mr. Curtis B. Cross, representing the Valley Packing Company, and you will note what he has to say about the effect of the undercrossing upon the company's business.

I would suggest that the subject as discussed in his letter be given careful consideration and then that a conference be arranged with Mr. Cross so that the whole matter can be gone into carefully and some decision reached.

Yours very truly,

J. M. DEVERS

JMD:PW
Inc.
cc Henry F. Cabell
E. B. Aldrich
Carl G. Washburne
C. B. McCullough
H. G. Smith
H. B. Glaisyer

C
o
p
y

VALLEY PACKING COMPANY

Salem, Oregon

September 5, 1935

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. J. M. Devers

Gentlemen:

We have given considerable thought and study to the plans for the proposed under-crossing on the Pacific Highway in front of our property, and have to report that the directors of this company would not at all be agreeable to your proposed outlet by the new road, as shown on your plans, connecting with Gregson Street. We feel that this would almost completely bottle us up, so to speak, and practically isolate our plant from the outside. We assure you that it is with a spirit of cooperation we want to work with you in these plans, and believe that something satisfactory can be worked out, not only for ourselves, but also for the adjoining property holders.

It seems to us that the most practical thing to do would be to extend the proposed new road, as shown, alongside the highway farther south from Gregson Street about 750 feet to a point about opposite the H. A. Hyde Company, Nurserymen building, and at this place there is an empty lot. This road extension would only cut through three additional pieces of property and there would only be two houses to be taken into consideration, which we feel could be handled satisfactorily by your Department. This outlet would also make it much more convenient for these other property owners, as it would afford a convenient entrance to the highway.

We might further suggest that at the southern end of this proposed road it would be necessary to have saved a much wider strip than the 24 foot road itself to allow large trucks and trailers to make the turn when either entering from the north or leaving the new road and entering the highway to proceed north.

We believe you realize that whatever is to be done in providing for the property owners in question must be completed before the contractors start their work on the highway construction, and no doubt your Department has this consideration provided for, but, at the same time, we would like to feel assured that it will be in order that our movements will not be inconvenienced. We would appreciate hearing from you at your earliest convenience advising what the Department's plans may be.

Thanking you very kindly for your kind favors and for any further information you may give us, we remain

Yours truly,
VALLEY PACKING COMPANY
By: (Signed) Curtis B. Cross
President

CBC:F

CONTRACT # [redacted] 1814

WPMS 264 Estacada Bridge Sec. 1936

1814

#1814

RECEIVED
MAR 4 1937
FOR FILING

264

March 4, 1937

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 1814 for the construction of a bridge over the Clackamas River near Estacada on the Woodburn-Sandy Secondary Highway in Clackamas County has been completed by the contractors, Mountain States Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after March 15, 1937.

The State is not advised of any claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $79,972.65, including the final payment. Of this amount $278.26 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
FEB 23 1937
FOR FILING
264

February 23, 1937

Hansen & Rowland, Inc.
Washington Bldg.,
Tacoma, Washington.

Attention: F. Tunnard.

Gentlemen:

In response to your inquiry of February 20th you are advised that final payment has not yet been made to Mountain States Construction Company in connection with their contract No. 1814, construction of a bridge the Clackamas River in Clackamas County.

The total amount paid the contractors to date in connection with the above project is $77,179.12. The retained percentage is $2,386.98.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarlnd.

#1814

HANSEN & ROWLAND INC.

GENERAL AGENTS

TACOMA - SEATTLE - PORTLAND

SURETY BONDS GENERAL INSURANCE

H. T. HANSEN, PRES.

I. C. ROWLAND, SECY.

TACOMA, WASHINGTON

February 20, 1937

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

RECEIVED
FEB 22 1937
STA [illegible] SSION

Oregon State Highway Commission
Salem, Oregon

RE: BOND NO. 45796 - MOUNTAIN STATES CONSTRUCTION CO. to STATE OF OREGON - Bridge over Clackamas River on Woodburn-Sandy Highway at Estacada, Clackamas County, Oregon.

Gentlemen:

We would appreciate your advising us at this time whether or not final payment has been made to the Mountain States Construction Co. on the above captioned contract and, if so, the total amount paid.

Thanking you in advance for this information, we are

Very truly yours,

HANSEN & ROWLAND, Inc.
General Agents
By F Gunnard
Surety Bond Department

MF

Pd- $77,179.12
Rtd- $ 2,386.98

RECEIVED
[illegible]

264

December 18, 1936.

Mr. H. B. Glaisyer

Herewith recommendation for approval of time extension by the Bureau of Public Roads on the Estacada Bridge in Clackamas County, our Contract No. 1814 and on the Franklin Avenue Undercrossing in Deschutes County, our Contract No. 1857.

CR

My recommendation for extension of time, together with the consent of surety was presented to the Highway Commission at the meeting of December 17, and upon the representation of Mr. Davis had recommended approval, the extension was granted by the Highway Commission.

The attached approvals are to complete your files.

GSPaxson
G. S. Paxson

GSP:AP
Attached

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

December 9, 1936

264 a

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPMS 264-A, Estacada Bridge Section, Woodburn-Sandy Highway, Clackamas County, was made by a representative of this office on November 30, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Ivon

#1814 x

RECEIVED
NOV 6 1936
FOR FILING

264

November 6, 1936

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Mountain States Construction Company on Contract No. 1814 for the construction of a bridge over the Clackamas River near Estacada on the Woodburn-Sandy Secondary Highway in Clackamas County. This payment will be made on or after November 16, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 9-A-1 6M 9-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

264

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

[illegible] 1936

OREGON STATE HIGHWAY COMMISSION

SALEM
XXXXXXXXXXXXXXXXXXXXX
Portland, Oregon

November 4, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: C. S. Paxson

Dear Sir:

I made a brief inspection, on November 2nd, of the grading and surfacing portions of the Estacada Bridge. There are several breaks in the oiled surfacing near the railroad crossing. The grade and crown are very flat; some high-powered red filler was used in the crushed gravel base surfacing. The oiling was performed quite late in the summer and there was a single seal only.

I believe the combination of clay binder, flat grade, single seal and late construction have caused this difficulty. Our maintenance crews have patched one of these breaks and we will patch the other breaks occurring hereafter.

However, there is one item which in my opinion the contractor should rectify. The surface of the oil is from 1" to 1 1/2" above the tops of the railroad rails. Mr. Smitton tells me that the gravel surfacing was finished off at a grade sufficiently below the top of the rails to permit construction of the oil surfacing mat and that there is only one service a week of the railroad over this crossing and that the siding, which also crosses the oil surfacing, is hardly used at all. Even so, it is very difficult to maintain any kind of smooth riding crossing unless the surface is approximately at level with the rails, and such is not the case at present.

I estimate that it would cost about $70.00 for our maintenance crew to cut down the oil to a smooth riding profile.

The flangeways on main line and siding were both practically filled up with gravel, apparently during construction, and I have instructed our maintenance crew to clean out these flangeways.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
L. C. Smitton

-5-1 1M 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. S. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

264

November 4, 1935.

NOTED

Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith special provision data for the Estacada Bridge approaches, covering grading and rocking work, with estimate, map and profile.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EAGON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock

Estacada Bridge and Approaches

DESCRIPTION OF WORK

The work to be done consists of:

1. Bridge.
2. Grading and surfacing 0.7 miles of roadbed.

The south limits of the project is at Station 1739+00, which is one-half mile south of the Clackamas River. The north end is at Station 1780+00, which point is 200 feet north of the railroad crossing on Main Street in Estacada. The bridge structure extends from Station 1763+89 to 1767+70.

DATE OF COMPLETION

August 31, 1936.

CLEARING AND GRUBBING

The clearing and grubbing work shall be performed and paid for in accordance with the standard specifications for "Clearing and Grubbing" as given in Section 7 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

The area to be cleared and grubbed shall be the entire area of right of way shown on the plans and additional area outside indicated right of way that may be occupied by embankment slopes.

EXCAVATION AND EMBANKMENT CONSTRUCTION

Same as Yamhill County Line-Stratton Ranch, pages 21-25, except correction of pipe sizes on page 23 to conform to requirements.

CULVERT PIPE

12" culvert pipe for road crossings.
24" new culvert pipe.
18" and 42" extensions on corrugated iron pipe in place.

Standard specifications for pipe and installations.

SELECTED ROADBED TOPPING

Same as Yamhill County Line-Stratton Ranch except sources. Available sources are Clackamas River and bank gravel near Estacada. Bank gravel should not contain more than 5 per cent of clay.

Estacada Bridge and Approaches

CRUSHED ROCK OR GRAVEL SURFACING

Same as above mentioned job, except that no oil mat is contemplated because of cost. $15,000 provided for approach work. Estimate without oil mat is $18,000 plus. An 0-11 oil mat would cost $2,600 additional.

Filler same as above job.

Sprinkling and rolling required under standard specifications. Not bid items.

ESTACADA BRIDGE APPROACHES

ESTIMATE

Clearing and Grubbing	All		$ 500.00
Excavation, Single Class.	27,500 cu. yds.	0.22	6,050.00
Overhaul	34,300 " "	0.03	1,029.00
Truck Haul	7,500 " "	0.18	1,350.00
12" Culvert Pipe	180 ft.	1.25	225.00
18" Corrugated Iron Pipe Ext.	40 "	2.00	80.00
24" Culvert Pipe	44 "	3.00	132.00
42" Corrugated Iron Pipe Ext.	44 "	6.00	264.00
Selected Roadbed Topping	4,500 cu. yds.	1.00	4,500.00
Crushed Rock and Gravel Surfacing	1,100 " "	1.80	1,980.00
Rounding Cut Slopes	2,300 ft.	0.10	230.00
Finishing Roadbed	0.70 mi.	200.00	140.00
Sprinkling	[illegible]	30.00	$16,480.00 700
		10 per cent	1,648.00
			$18,128.00 330
			$18[illegible]

A-A-1 5M 6-34

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

264

[illegible]

R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

In response to your letter of July 22nd concerning the Estacada job, I visited the project last Sunday and talked drainage with Mr. L. C. Smitton. Smitton thought an open roadside ditch for most of the distance, with perhaps a 40' section of perforated iron pipe to a certain Iron Spring, would provide suitable drainage and I checked him on both items.

Until the excavation has been completed at the road intersection near the Iron Spring, it will not be possible to tell exactly where the water is coming from. Smitton has made the cut south of this wider to provide borrow so that there is width enough in the s ction to permit construction of a ditch one foot deep, with 2:1 slope next to the road and 1:1 back slope. Most of the road bed is cemented gravel and the water comes out clear of silt on top of the gravel, so that the stability of the surface is not impaired by this seeping.

Very truly yours,

E. A. COLLIER
Division Engineer

EAC:DP
CC R. H. Baldock

2500 6-26

COMMISSIONERS

NRY F. CABELL, CHAIRMAN, PORTLAND
RICH, PENDLETON
VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

IN REPLY PLEASE
REFER TO FILE No. 264

July 22, 1936.

Mr. E. A. Collier
Division Engineer
State Highway Department
7719 S. E. 13th Street
Portland, Oregon.

Dear Sir:

I visited the Estacada job yesterday and noticed that on the east side of the new grade we are encountering a great deal of seepage water. It occurs to me that the placing of a perforated pipe drain along this side of the road is advisable.

I would appreciate your inspection of this project and advice as to this drainage.

Very truly yours,

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc R. H. Baldock ✓
 H. G. Smith
 L. C. Smitton

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon WPMS 264

July 2, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

ER-A4pr- 2584

Form P. R. 2

State Oregon

U. S. Works Program Highway

Project No. WPMS 264

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 17th day of April, 1936

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Congress):

Whereas the Highway Department of said State submitted on the 6th day of November, 1935, a project statement, which was approved by the Secretary on the 13th day of December, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [illegible] said project which were recommended for approval by the United States District Engineer on the 21st day of December, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of ninety-two thousand, two hundred ninety-three and 30/100 dollars ($92,293.30) as the share of the United States payable under said act on account of [illegible] said project, which is [illegible] the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—4818

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State **from funds appropriated under act approved April 8, 1935, (Public Res. No. 11, 74th Congress)**
(Include date and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **Survey Station 1739+00 in the NW 1/4, Sec. 29, T. 3 S., R. 4 E., W.M. and Survey Station 1780+10.4 on Main St. between 1st and 2nd Streets, in the town of Estacada.**

, length **0.778 of a** mile~~s~~ in **Clackamas** County, being ~~Section~~ **Ore. U.S. Works Program Hwy.** project No. **WPMS 264**, consisting of **0.706 of a** mile~~s~~ of roadway and **one** bridge~~s, spans~~ of more than 20 feet clear span, **0.072** of a mile in length, **known locally as the Woodburn-Sandy Highway, in Estacada.**

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section of~~ said project shall not in any event exceed the sum of ninety-two thousand, two hundred ninety-three and 30/100 dollars ($92,293.30), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ is ~~xx~~), the approved total estimated cost of ~~Section of~~ said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

State Highway Funds, Chap. 41, Laws of 1927, and Chap. 248, Laws of 1931.
(funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 16th day of June, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich

Member, State Highway Commission
(Title of officer)

By F. J. Tou Velle

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By L. E. Boykin
Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon U.S. Works Progress Highway for the construction of a highway designated in the records of this Department as Project No. WPMS 264, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $92,293.30 as the total estimated cost of said project, and the sum of $92,293.30 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is pro rata share of said total estimated cost.

Done at the city of Washington, this 16th day of June one thousand nine hundred and thirty-six

Secretary of Agriculture,

By L. E. Boykin
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8—4030

April 20, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Estacada Bridge Section, Project No. WPMS 264.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

#1814

RECEIVED
APR 7 1936
...GON
STATE ... COMMISSION

ADDRESS REPLY
I. E. TOTTEN

FORM 401 P 3-33 20M

264

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

April 6, 1936

Oregon State Highway Commission,
Salem, Oregon.

RE: MOUNTAIN STATES CONSTRUCTION CO.
Original Contractor
State of Ore. Hiway Cont. #1814

Gentlemen:

We attach herewith a partially completed form with reference to the subject and we will appreciate your supplying the necessary information to complete this form.

For your convenience we enclose herewith a business reply envelope. Thanking you for your courtesy in this matter, we are

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

District Credit Supervisor

IET:B
Encls

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. WPMS-
Oregon 264

POST OFFICE BUILDING
PORTLAND, OREGON

April 3, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
APR 4 1936
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

Jo

264

March 6, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Estacada Bridge Section, Project No. WPMS 264.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPMS 264

ESTACADA BRIDGE SECTION OF THE WOODBURN-SANDY HIGHWAY IN CLACKAMAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 3, 1936

Roadwork

All Required		Clearing and Grubbing		$ 3,500.00
30	cu. yds.	Trench Excavation	$ 1.00	30.00
27,800	cu. yds.	Excavation, Single Classif.	0.35	9,730.00
34,300	yd. sta.	Overhaul	0.03	1,029.00
7,500	yd. mi.	Truck Haul	0.20	1,500.00
0.71	mile	Finishing Roadbed and Slopes	300.00	213.00
2,300	lin. ft.	Rounding Cutbanks	0.10	230.00
180	lin. ft.	12" Corr. Iron Pipe	1.50	270.00
40	lin. ft.	18" Corr. Iron Pipe	2.00	80.00
44	lin. ft.	24" Corr. Iron Pipe	4.00	176.00
34	lin. ft.	42" Corr. Iron Pipe	6.00	204.00
4,300	cu. yds.	Selected Roadbed Topping	1.50	6,450.00
1,100	cu. yds.	Crushed Gravel Surfacing	2.50	2,750.00
150	cu. yds.	Filler	1.00	150.00
150	yd. mi.	Hauling Filler	0.20	30.00
200	M-Gal.	Sprinkling	2.00	400.00
500	cu. yds.	Mineral Aggregate in Place	3.50	1,750.00
9	tons	Emulsified or Cutback Asphalt	35.00	315.00
30	tons	No. 3 Road Oil in Place	35.00	1,050.00
		Subtotal		$ 29,857.00
		10% Engr. & Cont.		2,985.70
		Total		$ 32,842.70

Bridge

1,200	cu. yds.	Structural Excavation	$ 2.50	$ 3,000.00
100	cu. yds.	Structural Excavation below plans	4.00	400.00
1,560	cu. yds.	Class "A" Concrete	22.00	34,320.00
210,000	lbs.	Metal Reinforcement	0.05	10,500.00
780	lin. ft.	Concrete Handrail	4.00	3,120.00
All Required		Remove Present Bridge and Maint. Traffic		1,000.00
		Subtotal		$ 52,340.00
		10% Engr. & Cont.		5,234.00
		Total		$ 57,574.00

Length of Roadway	0.706 mile
" " 1 Bridge	0.072 "
Total Length	0.778 "
Cost per mile, roadway	$46,519.40

Roadside Improvement

1,200	cu. yds.	Excavation, Single Classif.	$ 0.35	$ 420.00
2,400	yd. sta.	Overhaul	0.03	72.00
500	yd. mi.	Truck Haul	0.20	100.00
300	cu. yds.	Selected Roadbed Topping	1.50	450.00
100	cu. yds.	Crushed Gravel Surfacing	2.50	250.00
20	cu. yds.	Filler	1.00	20.00
20	yd. mi.	Hauling Filler	0.20	4.00
20	M-Gal.	Sprinkling	2.00	40.00
60	cu. yds.	Mineral Aggregate in Place	3.50	210.00
1	ton	Emulsified or Cutback Asphalt	35.00	35.00
3	tons	No. 3 Oil in Place	35.00	105.00
		Subtotal		$ 1,706.00
		10% Engr. & Cont.		170.60
		Total		$ 1,876.60

Length	0.706 mile
Cost per mile	$ 2,658.07

WPMS Funds Requested:

Roadwork- - - - - - - - - - - - - - - - - - - -	$ 32,842.70
Bridge- -	57,574.00
Roadside Improvement- - - - - - - - - - - - - -	1,876.60
	$ 92,293.30

	Roadwork	Bridge	Roadside Improvement
Estimated Labor Required	13,000 man-hours	20,600 man-hours	900 man-hours
Cost of Labor	$ 8,000	$ 17,000	$ 600
Cost of Materials	$ 1,300	$ 15,000	$ 100

State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931.

264

February 28, 1936

Mountain States Construction Company
1644 Washington St.
Eugene, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract #1814 which was awarded to you on February 6, 1936 for the construction of a concrete bridge over the Clackamas River at Estacada on the Woodburn-Sandy Highway in Clackamas County, and the grading, surfacing and placing of oil mat surfacing on the approaches thereto.

This copy is for your records and files.

Very truly yours,

Secretary

DP

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. C. ROWLAND, SECY.

264

RECEIVED
FEB 14 1936
OREGON
STATE HIGHWAY COMMISSION

February 13, 1936.

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission,
Salem, Oregon.

RE: BOND NO. 45796 - MOUNTAIN STATES CONSTRUCTION CO. to STATE OF OREGON - Bridge over Clackamas River, and grading and oil mat surface treatment on Woodburn-Sandy Highway at Estacada, Clackamas County, Oregon.

Gentlemen:

We are forwarding to you today, by Railway Express, four copies of bond and contract as captioned above, all of which have been executed by the Mountain States Construction Co. and on behalf of the Maryland Casualty Company.

Kindly forward copy of the bond and contract for the surety company to Hansen & Rowland, Inc., 201 Washington Building, Tacoma, Washington.

Yours very truly,

HANSEN & ROWLAND, Inc.
General Agents.
By F. Tunnard
Surety Bond Department.

FT

Copy to: Mountain States Construction Co.
Eugene, Oregon.

FORM 6-B-1 1M 8-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

264

February 10, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e.

Attention: Mr. G. S. Paxson.

Dear Sir:

In reply to your inquiry of February 1 regarding the relocation of power poles and transmission tower in Estacada in connection with the new alignment of the Estacada bridge project:

The rearrangement of the power poles and guys should, I think, be made as recommended by the P.E.P. Company's engineer, subject to our approval when examined on the ground. The transmission tower might be located as suggested, partially on right of way, and thus materially cheapen the cost, if such is the case. A six-foot occupancy on the outside of our right of way, which is 40 feet on each side of the center at this point, would be no different than privileges granted for utilities at other places along our highways. Suggest approval of this location after an inspection on the ground.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 11 1936
OREGON
STATE HIGHWAY

February 6, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon project WPMS 264, Estacada bridge section of the Woodburn-Sandy Highway, to the Mountain States Construction Co., Eugene Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Iron

WPMS-264

December 30, 1935

Mr. W. L. Gosslin
Secretary
Executive Department
Building

Dear Mr. Gosslin:

I suggest that you have Mr. H. A. LaBarre contact the successful bidder on the Estacada bridge relative to renting his house. The bids on this structure will be received on January 9.

Very truly yours,

State Highway Engineer

RHB:HI

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

CHARLES H. MARTIN
GOVERNOR

W. L. GOSSLIN
SECRETARY

DEC 28 1935

27 December 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

I enclose a letter received from old friends, Mr. and Mrs. H. A. LaBarre, who would like to rent their 5-room house to some foreman or engineer working on the Estacada bridge. If you know any member of your staff who would be interested in this matter, I would appreciate your referring it to him for consideration.

With personal regards, I am

Sincerely yours,

WLGosslin
Secretary.

WLG : mhl

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

264

IN YOUR REPLY PLEASE
REFER TO FILE No.________

DEC 23 1935
OREGON

December 21, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon U. S. Works Program Highway Project No. WPMS 264, the Estacada Bridge over the Clackamas River, Woodburn-Sandy Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

As discussed between Mr. Chase and Mr. McMinn, it will be necessary for the rail design to be revised.

Approval is conditioned upon a written statement being furnished from the WPA that relief labor is available.

The copy of the usual town resolution should be forwarded with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

FORM 2-K-1 1500 9-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

WPMS-264

December 24, 1935

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Reference is made to our previous conversation relative to grade crossing of the tracks of Portland Electric Power Company at Estacada.

In our petition to the Public Utilities Commissioner we allege that Portland Electric Power Company should be required to

> "(a) Provide and place an additional depth of gravel or rock under the railroad tracks at the proposed new grade crossing sufficient to give a subbase of gravel or rock materials adequate for paved highway crossings.
>
> "(b) Provide and place creosoted ties under the railroad tracks for a sufficient distance along the said tracks to properly accommodate the highway roadbed.
>
> "(c) Provide and install steel guard rails, plates, etc., to hold the pavement between the railroad tracks."

We have discussed the matter with Mr. H. G. Smith, Construction Engineer, and he advises that the estimated cost of this work is $146.25.

In connection with the construction of the revised location of the highway involved in the new bridge and the new grade crossing, it is necessary to acquire about 1.25 acres of land from Portland Electric Power Company for right of way purposes. The values of the parcels of land involved have been estimated by Mr. Parker to amount to between one hundred and fifty and two hundred dollars.

I discussed the situation with Mr. George J. Kelly, Real Estate and Tax Agent for Portland Electric Power Company, on Saturday, December 21st, and he advised that his company would donate the right of way if we would take care of the cost of the three items mentioned above.

This seems to us like a very fair exchange of values and we would recommend that we be authorized to close the right of way matters and conduct the grade crossing hearing before the Public Utilities Commissioner on the basis outlined. If the matter is presented to the Highway Commission it should be acted upon this week, as the hearing before the Public Utilities Commissioner is to be held on December 30th.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. H. B. Glaisyer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

264

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

December 19, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to P. S. & E. papers for Oregon WPMS 264, Estacada Bridge and approaches.

The bridge has a 26-ft. roadway with two 3-ft. 6-in. sidewalks while the roadbed width of the approach fill after topping is 28 ft. No footpaths are shown on the approaches, and as this is a municipal project and apparently connects to streets now having sidewalks, it appears that footpaths are very desirable.

Also on page 22 and 23 of the special provisions under subcontracting, permission is given the contractor to subcontract grading and surfacing without considering it a part of the 20% allowable. Reference is made to recent correspondence on this subject and the changes mentioned therein will be necessary on this project.

The P. S. & E. papers for this project will be held in this office pending reply on the above matters.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Hwy. Engineer

264

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 13, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the special provisions submitted with Oregon U.S.Works Program Highway project WPMS 264 and U.S.Works Program Grade Crossing project WPGS 30-A, and to your letter of December 9, 1935.

In the special provisions for the above projects, the paragraph allowing subcontracting of certain portions of the work without including it as a part of the allowable 20% are included.

As covered in our letter of December 6, 1935, relative to WPSO 260, it was stated such a clause could not be approved on future projects, but that where it was desirable to allow the subcontracting of more than 20% that the optional special provision "A", which removes the 20% limitation, should be used. The use of this optional provision and the naming of the subcontractor was included for the purpose of eliminating the shopping around for a large portion of the work after award of contract.

We have had definite instructions that approval of a clause such as is included in the above mentioned special provisions, should not be given. Under the circumstances, we would suggest that revised sheet covering this portion be submitted for the above projects.

As regards the clauses which you have inserted in the special provisions relating to employment of labor, as covered in Works Program General Memorandum No. 16, we will recommend their approval.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

CROSS REFERENCE SHEET

Name or Subject #264

File No.

Regarding Special Provisions

Date December 13, 1935

SEE CONSTRUCTION
Federal Aid
Special Provisions

Name or Subject

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

Library Bureau

Cat. No. 30-5902

For use in Library Bureau Filing Systems

264

December 9, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Estacada Bridge Section, Project No. WPMS 264.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPMS 264

ESTACADA BRIDGE SECTION OF THE
WOODBURN-SANDY HIGHWAY IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 20, 1935

Roadwork

All Required		Clearing and Grubbing		$ 500.00
30	cu. yds.	Trench Excavation	$ 1.00	30.00
27,800	cu. yds.	Excavation, Single Classification	0.27	7,506.00
34,300	yd. sta.	Overhaul	0.03	1,029.00
7,500	yd. mi.	Truck Haul	0.15	1,125.00
0.71	Mile	Finishing Roadbed and Slopes	200.00	142.00
2,300	lin. ft.	Rounding Cutbanks	0.10	230.00
180	lin. ft.	12" Corr. Iron Pipe	1.50	270.00
40	lin. ft.	18" Corr. Iron Pipe	2.50	100.00
44	lin. ft.	24" Corr. Iron Pipe	3.50	154.00
34	lin. ft.	42" Corr. Iron Pipe	6.00	204.00
4,300	cu. yds.	Selected Roadbed Topping	1.00	4,300.00
1,100	cu. yds.	Crushed Gravel Surfacing	2.00	2,200.00
150	cu. yds.	Filler	0.40	60.00
150	yd. mi.	Hauling Filler	0.20	30.00
200	M-Gal.	Sprinkling	1.50	300.00
500	cu. yds.	Mineral Aggregate in Place	3.50	1,750.00
9	tons	Emulsified or Cutback Asphalt	37.00	333.00
30	tons	No. 3 Road Oil in Place	37.00	1,110.00
35	tons	Tar in Place	33.00	(Alternate)
		Subtotal		$ 21,373.00
		10% Engr. & Cont.		2,137.30
		Total		$ 23,510.30

Bridge

1,200	cu. yds.	Structural Excavation	$ 3.00	$ 3,600.00
100	cu. yds.	Structural Excavation below plans	5.00	500.00
1,560	cu. yds.	Class "A" Concrete	22.00	34,320.00
210,000	lbs.	Metal Reinforcement	0.05	10,500.00
780	lin. ft.	Concrete Handrail	5.00	3,900.00
All Required		Remove Present Bridge and Maint. Traffic		2,000.00
		Subtotal		$ 54,820.00
		10% Engr. & Cont.		5,482.00
		Total		$ 60,302.00

Length of Roadway	0.706 mile	
" " 1 Bridge	0.072 "	
Total Length	0.778 "	
Cost per mile, Roadway	$ 33,300.70	

Roadside Improvement

1,200	cu. yds.	Excavation, Single Classification	$ 0.27	$ 324.00
2,400	yd. sta.	Overhaul	0.03	72.00
500	yd. mi.	Truck Haul	0.15	75.00
300	cu. yds.	Selected Roadbed Topping	1.00	300.00
100	cu. yds.	Crushed Gravel Surfacing	2.00	200.00
20	cu. yds.	Filler	0.40	8.00
20	yd. mi.	Hauling Filler	0.20	4.00
20	M-Gal.	Sprinkling	1.50	30.00
60	cu. yds.	Mineral Aggregate in Place	3.50	210.00
1	ton	Emulsified or Cutback Asphalt	37.00	37.00
3	tons	No. 3 Oil in Place	37.00	111.00
4	tons	Tar in Place	33.00	(Alternate)
		Subtotal		$ 1,371.00
		10% Engr. & Cont.		137.10
		Total		$ 1,508.10

Length	0.706 mile
Cost per mile	$ 2,136.11

WPRB Funds Requested:

Roadwork- - - - - - - - - - - - - - - - - - - -	$ 23,510.30
Bridge- -	60,302.00
Roadside Improvement- - - - - - - - - - - - - -	1,508.10
	$ 85,320.40

	Roadwork	Bridge	Roadside Improvement
Estimated Labor Required	13,000 man-hours	20,600 man-hours	900 man-hours
Cost of Labor	$ 8,000	$ 17,000	$ 600
Cost of Materials	$ 1,300	$ 15,000	$ 100

Oregon State Highway Department

U. S. Works Program
Project No. WPMH 264

ESTACADA BRIDGE SECTION OF THE WOODBURN-SANDY HIGHWAY IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 9, 1935

Roadwork

All Required		Clearing and Grubbing		$ 500.00
30	cu. yds.	Trench Excavation	$ 1.00	30.00
27,800	cu. yds.	Excavation, Single Classif.	0.27	7,506.00
34,300	yds. sta.	Overhaul	0.03	1,029.00
7,500	yds. mi.	Truck Haul	0.15	1,125.00
0.71	mile	Finishing Roadbed and Slopes	200.00	142.00
2,300	lin. ft.	Rounding Cutbanks	0.10	230.00
180	lin. ft.	12" Corr. Iron Pipe	1.50	270.00
40	lin. ft.	18" Corr. Iron Pipe	2.50	100.00
44	lin. ft.	24" Corr. Iron Pipe	3.50	154.00
34	lin. ft.	42" Corr. Iron Pipe	6.00	204.00
4,300	cu. yds.	Selected Roadbed Topping	1.00	4,300.00
1,100	cu. yds.	Crushed Gravel Surfacing	2.00	2,200.00
150	cu. yds.	Filler	0.40	60.00
150	yd. mi.	Hauling Filler	0.20	30.00
200	M-Gal.	Sprinkling	1.50	300.00
500	cu. yds.	Mineral Aggregate in Place	3.50	1,750.00
9	tons	Emulsified or Cutback Asphalt	37.00	333.00
30	tons	No. 3 Road Oil in Place	37.00	1,110.00
35	tons	Tar in Place	33.00	(Alternate)
		Subtotal		$21,373.00
		10% Engr. & Cont.		2,137.30
		Total		$23,510.30

Bridge

1,200	cu. yds.	Structural Excavation	$ 3.00	$ 3,600.00
100	cu. yds.	Structural Excavation below Plans	5.00	500.00
1,560	cu. yds.	Class "A" Concrete	22.00	34,320.00

210,000 lbs.	Metal Reinforcement	$ 0.05	$ 10,500.00
780 lin. ft.	Concrete Handrail	5.00	3,900.00
All Required	Remove Present Bridge and Maint. Traffic		2,000.00
	Subtotal		$ 54,820.00
	10% Engr. & Cont.		5,482.00
	Total		$ 60,302.00

(A)

Length of Roadway	0.706 mile	
" " 1 Bridge	0.072	"
Total Length	0.778	"

Cost per mile, Roadway $33,300.70

	Roadwork	Bridge
Estimated Labor Required	13,000 man-hours	20,600 man-hours
Cost of Labor	$ 8,000	$ 17,000
Cost of Materials	$ 1,300	$ 15,000

November 6, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Estacada Bridge Section, to which has been assigned No. WPMS 264.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ME

Encl.

STATE Oregon

PROJECT NO. WPMS 264
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) November 6, 1935

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Estacada Bridge Section, Woodburn-Sandy Highway

2. Between ~~control points of official description~~ a point in NW. ¼, Sec. 28, T. 3 S., R. 4 E. and a point in NW. ¼, Sec. 29, T. 3 S., R. 4 E.

3. Between intermediate control points if used: ______ and ______

County of Clackamas

4. Length in miles (gross) 0.8 (net) 0.8

5. Preliminary estimate of cost: Total, $ 90,000; section of road to be first improved, $ 90,000,

of which $ 65,000 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: ______ (Amount.)

Current Income: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931
(Source; refer to statute.)

(b) County ______
(Amount.) (Source; refer to statute.)

8—3073

7. Funds for maintenance to be provided by State or County, from the following
(State or (and) county.)

sources: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1933
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

None

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

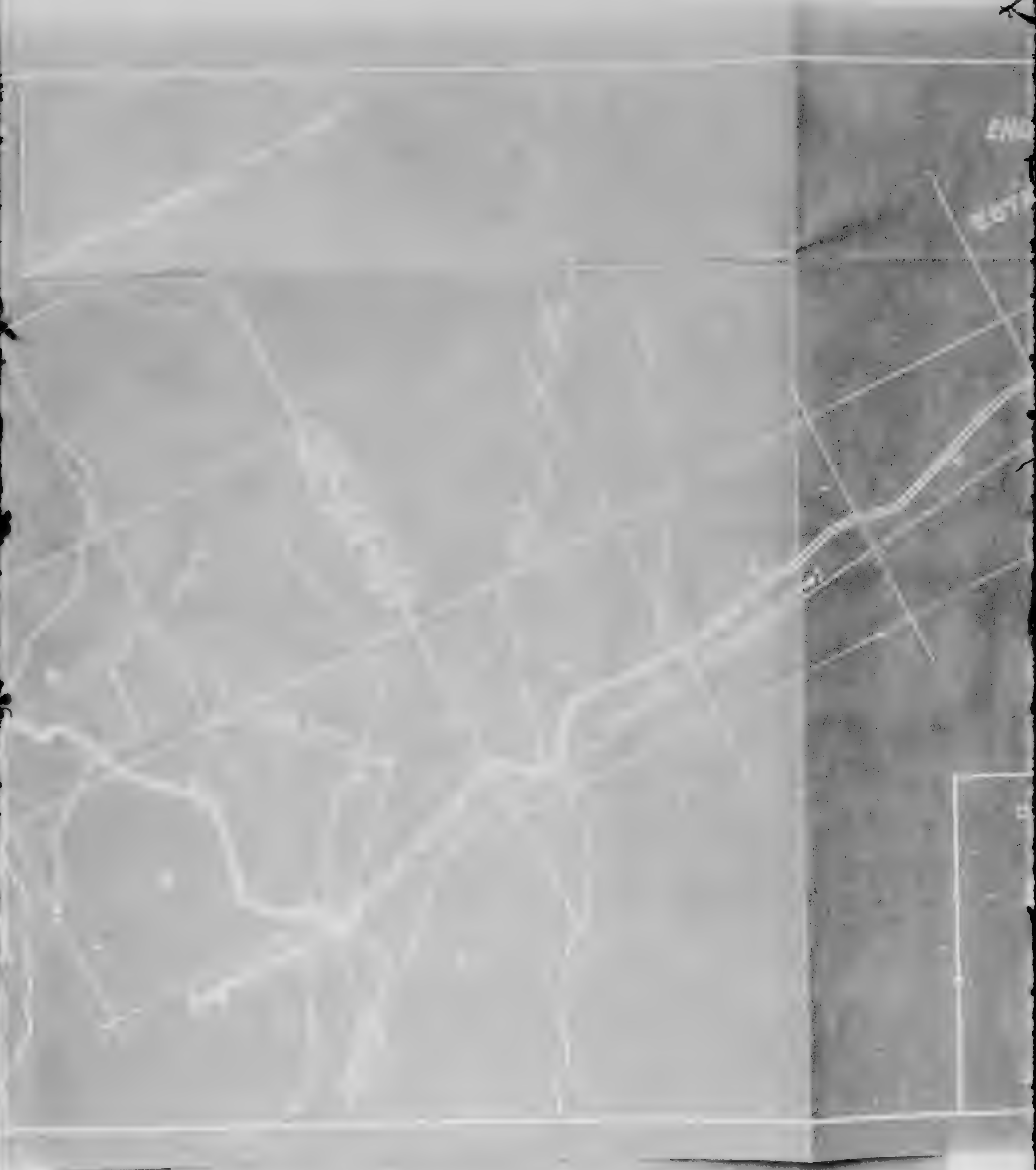
As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)



END OF PROJECT
ESTACADA

OREGON STATE HIGHWAY DEPARTMENT

VICINITY MAP

ESTACADA BRIDGE OVER

CLACKAMAS RIVER

WOODBURN – SANDY HIGHWAY

CLACKAMAS COUNTY

PROJECT No. WPMS-184

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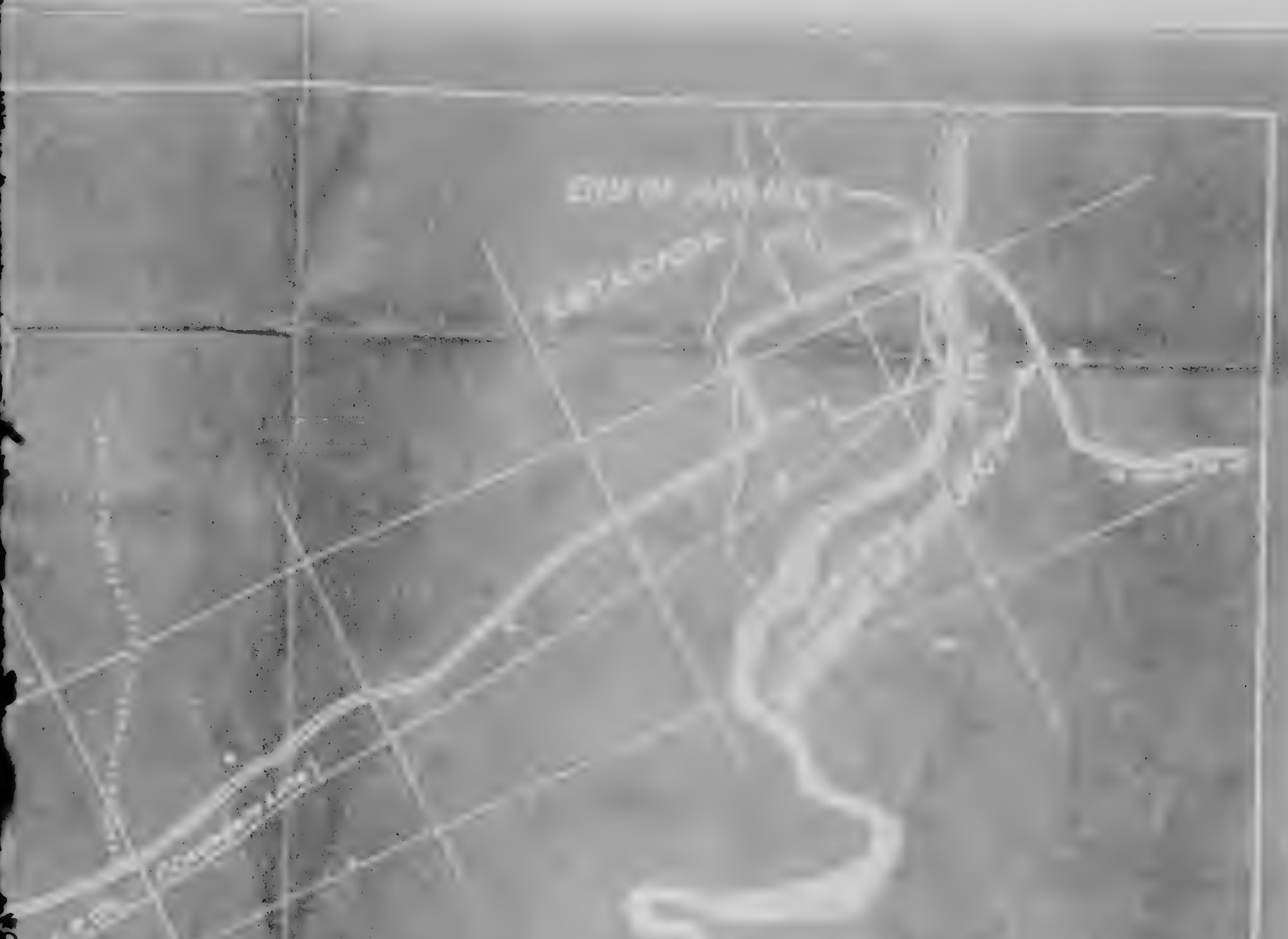

[illegible] STATE [illegible] DEPARTMENT

[illegible]

ESTACADA BRIDGE OVER

CLACKAMAS RIVER

WOODBURN – SANDY HIGHWAY

CLACKAMAS COUNTY

PROJECT NO. WPHS-244

[illegible] [illegible]

CONTRACT # [redacted] 1815

PR 180-E Arch Cape Tunnel Sec., 1937
Oregon Coast Hwy.
1815 Folder # 2

RECEIVED
FEB 19
FOR FILING

REFERRED TO
BY SECRETARY

[illegible]

[illegible] for mailing [illegible]

OREGON
ATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

IN REPLY PLEASE REFER TO FILE NO.

Feb. 17, 1943

Phillips
Service Building
gon

Attention: W. E. Phillips

This acknowledges receipt of the final estimate voucher on contract No. 1815 with Orino, Birkmeier and Saremal in the amount of $7206.39. The voucher and the final release form have been signed by Mr. Orino and your letter accompanied the voucher requesting that the warrant be mailed to your office.

I would request in view of the elapsed time since the voucher was originally issued and the circumstances causing the delay in signing that you favor us with a definite mailing address for the final warrant in a letter signed by all parties concerned in order that we may have a very definite authority from all of the contractors involved for our permanent files.

I wish to thank you for the prompt return of the voucher and will appreciate it very much if the signed authorization requested is also submitted promptly.

NOTED
H. B. GLAISYER

Very truly yours,

R. H. BALDOCK
Chief Engineer

By Carl F. Smith
Accounting Division

NOTED
A. L. MONSON

CFS:LC
cc H. B. Glaisyer ✓

RECEIVED

11-41

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

Feb. 17, 1943

IN REPLY PLEASE
REFER TO FILE NO.

Sheppard and Phillips
1208 Public Service Building
Portland, Oregon

Attention: W. K. Phillips

Gentlemen:

This acknowledges receipt of the final estimate voucher on contract No. 1815 with Orino, Birkemeier and Saremal in the amount of $7206.39. The voucher and the final release form have been signed by Mr. Orine and your letter accompanied the voucher requesting that the warrant be mailed to your office.

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NOTED
H. B. GLAISYER

Very truly yours,

R. H. BALDOCK
Chief Engineer

By Carl F. Smith
Accounting Division

NOTED
A. L. MONSON

CFS:LC
cc H. B. Glaisyer ✓

LAW OFFICES
SHEPPARD & PHILLIPS
SUITE 1208 PUBLIC SERVICE BUILDING
PORTLAND, OREGON

CHESTER A. SHEPPARD
WENDELL K. PHILLIPS

February 16, 1943

Oregon State Highway Commission
319 State Office Building
Salem, Oregon

Attention: Mr. Carl F. Smith, Accounting Division

Dear Sir:

In compliance with your letter of February 15th please find herewith enclosed executed final release and voucher on contract No. 1815, County of Clatsop.

Will you please forward the voucher to this office?

Very truly yours,

W. K. Phillips

WKP:Lbl
Enc.

RECEIVED
FEB 17 1943
STATE HIGHWAY COMMISSION

RECEIVED
FEB 1[illegible]
FOR FILING

180-E

#1815

February 15, 1943

Mr. Wendell K. Phillips
c/o Sheppard & Phillips
Suite 1208 Public Service Bldg.
Portland, Oregon

Dear Bill:

I have just received your letter of February 13, 1943, advising that Orino, Birkemeier and Saremal have settled their differences and that they are now ready to accept final payment in connection with their contract for the Arch Cape Tunnel.

Responding to your request, I have asked the auditor to forward the final voucher to you today. I am glad to know that this matter has been brought to a satisfactory conclusion.

With best regards, I remain

Very truly yours,

Secretary

HBG:AM

cc - C. Smith

REFERRED TO
Miss Munson
BY SECRETARY

note on card

[illegible]

20M 11-41

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

Feb. 15, 1943

IN REPLY PLEASE
REFER TO FILE NO.

Sheppard and Phillips
1208 Public Service Building
Portland, Oregon

Attention: Wendell K. Phillips

Gentlemen:

The Secretary of the State Highway Commission has informed me that he is in receipt of a letter from you to the effect that the controversial questions between the members of the firm of Orino, Birkemeier and Saremal Company have finally been adjusted and that you have requested that the final voucher be sent to you for their signature. I am accordingly enclosing for signature the final estimate voucher in the amount of $7206.39 on contract No. 1815. Please note that the affidavit on the back of the voucher as well as the final release form should be signed before a notary public.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By Carl F. Smith
Accounting Division

CFS:LC
Encl.
cc H. B. Glaisyer ✓

REFERRED TO
Miss Monson
BY SECRETARY

Note

H. B. GLAISYER

NOTED
A. L. MONSON

LAW OFFICES
SHEPPARD & PHILLIPS
SUITE 1208 PUBLIC SERVICE BUILDING
PORTLAND, OREGON

CHESTER A. SHEPPARD
WENDELL K. PHILLIPS

February 13, 1943

Mr. H. B. Glaisyer
State Highway Commission
Salem, Oregon

Dear Ted: Re: Orino vs. Birkemeier and Seremal

Mr. John Lichty and myself just got Orino, Birkemeier and Seremal together and settled all their differences.

If you will forward to either Mr. Lichty or myself the final on the above job, we will have our client sign it up and close the matter. Thanks a lot.

Very truly yours,

SHEPPARD & PHILLIPS

By Bill

WKP:la

ANSWERED
H. B. GLAISYER

RECEIVED
FEB 15 1943
COMMISSION

RECEIVED
APR 25 1942
FOR FILING

180-E

April 24, 1942

Mr. John Lichty
c/o Lichty & Doxey
Attorneys at Law
Failing Building
Portland, Oregon

Dear John:

Reply is made to your letter of April 23 regarding the amount due Orino, Birkemeier & Saremal on the Arch Cape Tunnel contract.

The records disclose, of course, that the final payment in connection with this job has not been made. However, we are not able to check the figure given in your letter as the amount of such payment.

Our records show that there is still due and payable to the contractor for this work the sum of $7,206.39 of which $6,162.29 represents the retained percentage, and the balance $1,044.10 represents the amount earned subsequent to the payment of the semifinal estimate.

I hope this is the information you wanted.

Very truly yours,

Secretary

HBG:AM

JOHN LICHTY EDWARD O. DOXEY

LICHTY AND DOXEY
ATTORNEYS AT LAW
FAILING BUILDING
PORTLAND, OREGON
TELEPHONE ATWATER 8478

April 23, 1942

Mr. Herbert Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Herb:

I have been employed by Birkemeier & Saremal to attempt to settle up the old partnership affairs of Orino, Birkemeier & Saremal.

In a balance sheet dated July 12, 1938, there appears an item of Estimates Receivable and Retained Percentages with the State of Oregon of $7,372.18. I believe that this refers to their old Arch Cape tunnel job. I would appreciate it very much if you would verify this balance, and if it is not correct, let me know just what the Highway Commission is holding as due to the partnership on this job.

Thanking you for this and your many past favors, I remain

Sincerely yours,

John Lichty

John Lichty

JL:DT

1815

Carl Smith has
final
voucher not signed
$7,206.39

Ret. $6162.29
Earned $1,044.10

De Sart
get this for me

ANSWERED
H. B. GLAISYER

RECEIVED
SEP 6 1938
FOR FILING

180-E

September 1, 1938

Mr. Leslie M. Scott
1025 Yeon Building
Portland, Oregon

Dear Mr. Scott:

Responding to your communication of August 31, regarding Arch Cape Tunnel, please be advised that there was a slight ground movement on the south end of the Arch Cape Tunnel during construction, due to faulty work of the contractor in extending the side drifts with improper timbering. The contractor used this as a pretext to require the daylighting of the tunnel, which would have forced the job into a force account job and enabled him to recover his losses.

I made a very careful examination and determined that, if properly handled, the tunnel could be safely driven, and to check my own judgment, had four of the foremost tunnel engineers in the Northwest look it over. They agreed with my findings. After the contractor had completed his work, I had our crews put in additional timbers and force grout concrete back of the lining so as to fill all interstices and stop all possibility of further movement. The tunnel is now sound as a dollar.

Will drop in to see you the next time I am in Portland.

Very truly yours,

State Highway Engineer

RHB:HI

REC
1938
STATE HIGHWAY C

Dear Sam:

Saw the Arch Cape tunnel Sunday.

Wonder about the south end and the south approach.

Slides?

Regards.

Leslie M Scott

17, 1938

ur copies of revised voucher for
ject No. PA 130-E, which voucher
e suggestion made in your letter

uly yours,

R. H. BALDOCK
State Highway Engineer

By

E. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

RECEIVED
AUG 18 1938
FOR FILING

FA 180-E

August 17, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed four copies of revised voucher for the Arch Cape Tunnel Section, Project No. FA 180-E, which voucher has been revised in accord with the suggestion made in your letter of August 16, 1938.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

E. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
[illegible] 17 1938

August 16, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are returning herewith the original of the final voucher for Oregon F.A.P. 180-E, the Arch Cape Tunnel section of the Oregon Coast Highway.

The item shown as "Approved Price Agreement No. 5 - Lumber in Tunnel Lining, Wolman Salts Treatment" is not eligible for Federal participation as our approval of the price agreement merely involved the use of Wolman salts treated timber as a non-participating item. However, we believe the agreement amount may be claimed by rewriting the voucher to show a part of the engineering costs as participating. Prompt resubmission of the voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

Encl.

1815

RECEIVED
AUG 2 1938
FOR FILING

180-E

July 27, 1938

MARYLAND CASUALTY COMPANY
210 Sansome Street
San Francisco, California

Attention Donald Seibert, Attorney

Gentlemen:

In response to your inquiry of July 21, you are advised that the claims against the Orino, Birkemeier and Saremal contract, No. 1815, Arch Cape-Tunnel Section, in Clatsop County, are as follows:

Willamette Hauling Company, $122.50
Astoria Lumber Company, amount of claim not stated.

The amount of the final payment in connection with this contract is $7,206.39. We are unable to advise you at this time just when this payment will be made.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

RECEIVED #1815
JUL 26 1938
STATE HIGHWAY COMMISSION

MARYLAND CASUALTY COMPANY
SILLIMAN EVANS, CHAIRMAN OF THE BOARD
EDWARD J. BOND, JR., PRESIDENT

SAN FRANCISCO CLAIM DIVISION
210 SANSOME STREET, SAN FRANCISCO, CALIF.

GEORGE W. ECREMENT, JR., MANAGER
DONALD SEIBERT, ATTORNEY

114-37-Cont.
37-33-Bond
Orino, Birkemeier & Saremal
State of Oregon

July 21, 1938

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We thank you for your letter of June 6 in reference to Orino, Birkemeier and Saremal contract number 1815, Arch Cape Tunnel Section in Clatsop County.

We will appreciate it if you will let us know what, if any, claims have been filed against this contract, and also when the final payment will be made.

Thanking you, we are

Very truly yours,

Donald Seibert

Donald Seibert, Attorney

DS:MM

$7206.39 Final

1898 FORTY YEARS INSURANCE SERVICE TO AMERICAN BUSINESS 1938

RECEIVED
JUL 14 1938
FOR FILING

180-E

July 12, 1938

GENERAL CASUALTY COMPANY OF AMERICA

Seattle, Washington

Attention S. L. Catelli, Surety Department

Gentlemen:

In response to your inquiry of July 8, you are advised that the Orino, Birkemeier & Saremal Contract, No. 1850, Arch Cape Tunnel Section in Clatsop County, was completed on February 5th and was accepted by the Highway Commission on March 25, 1938. The total amount paid the contractor to date in connection with this project is $199,247.50, and the retained percentage is $7,206.39.

We are unable to advise just when final payment will be made.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

815

~~[illegible] $206,453.~~89

Final $7,206.39

Paid - $199,247.50

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RECEIVED
11 1938
STATE [illegible] COMMISSION

July 8, 1938

Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer:

Gentlemen:

Re: Bond No. 11430 - Orino, Birkemeier & Saremal - Contract No. 1815 for the construction of Arcade Tunnel

Can you advise us, please, the completion and acceptance dates of the above contract and will you let us know what the total amount of the contract was at the time of completion? We would also like to have the date of the final payment in order that our records may be entirely cleared.

A stamped envelope is attached for your reply.

Very truly yours,

Surety Department

S. L. Catelli
dp
Enclosure

REFERRED TO
SECRETARY

prepare answer

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

H. K. DENT
PRESIDENT
T. E. LOYNAHAN
VICE-PRESIDENT

RECEIVED
11 1938
STATE [illegible] COMMISSION

July 8, 1938

Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer:

Gentlemen:

Re: Bond No. 11430 - Orino, Birkemeier & Saremal - Contract No. 1815 for the construction of Arcade Tunnel

Can you advise us, please, the completion and acceptance dates of the above contract and will you let us know what the total amount of the contract was at the time of completion? We would also like to have the date of the final payment in order that our records may be entirely cleared.

A stamped envelope is attached for your reply.

Very truly yours,

Surety Department

S. L. Catelli
dp
Enclosure

REFERRED TO
SECRETARY

prepare answer

RECEIVED
JUN 13 1938
FOR FILING

180-E

#1815

June 11, 1938

General Casualty Company of America &
Maryland Casualty Company,
Brisbine & Mansfield, Agents,
Lewis Building,
Portland, Oregon.

[redacted]

You are hereby notified that State Highway Contract No. 1815 for the construction of the Arch Cape Tunnel Section of the Oregon Coast Highway in Clatsop County, has been completed by the contractors, Orino, Birkemeier & Saremal, and that final settlement will be made by the State with said contractors for work done under said contract on or after June 20, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $206,453.89, including the final payment. Of this amount $29,125.06 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 6-5-1 10M 11-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 13 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

18— E

June 11, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier, Div. Engr.
605 Weatherly Bldg.
Portland, Oregon

Dear Sirs

I am herewith forwarding for the signatures of the payees our voucher for $7,208.39, in favor of Sam Orino, Dan Dirkmeier and Wm. Sarenal, covering estimate 27-final on contract 1616.

Under instruction I am submitting a carbon of this letter to each of the payees, requesting that they call at your office and sign this voucher in the same manner as they signed the semi-final estimate a short time ago. Upon the completion of the signature, kindly return the original voucher to this office at once. The contractors' copies may be disposed of in the same manner as the previous copies were disposed of.

Yours respectfully,

R. H. BALDOCK
State Highway Engineer

By Carl F. Smith
Auditor

CFS:IB
Encl.
cc Sam Orino, Foot of S.W.Porter, Portland
cc Dan Dirkmeier, Milwaukie
cc Wm. Sarenal, Milwaukie
cc H. B. Glaisyer
cc J. M. Devers

RECEIVED
JUN 10 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
1938
STATE HIGH[illegible]

IN YOUR REPLY PLEASE REFER TO FILE NO. 180-E

June 6, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 180-E, The Arch Cape Tunnel, was made by a representative of this office on May 19, 1938. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

RECEIVED
JUN 7 1938
FOR FILING

#1815

180-E

June 6, 1938

Mr. Donald Seibert, Attorney,
Maryland Casualty Company,
210 Sansome Street,
San Francisco, California.

Dear Sir:

Receipt is acknowledged of your letter of June 2nd concerning the Orino, Birkemeier & Saremal Contract No. 1815, Arch Cape Tunnel Section in Clatsop County.

You are advised that the above contract was completed February 5, 1938, and was accepted March 25, 1938.

Final payment has not yet been made. The retained percentage is $7,206.39.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

MARYLAND CASUALTY COMPANY
SILLIMAN EVANS, CHAIRMAN OF THE BOARD
EDWARD J. BOND, JR., PRESIDENT

SAN FRANCISCO CLAIM DIVISION
210 SANSOME STREET, SAN FRANCISCO, CALIF.

GEORGE W. ECREMENT, JR., MANAGER
DONALD SEIBERT, ATTORNEY

RECEIVED
JUN 6 - 1938
OREGON
STATE HIGHWAY COMMISSION

114-37-Cont.
37-33-Bond
Orino, Birkemeier & Saremal
State of Oregon

June 2, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Reference is made to your letter of February 24, 1938, concerning the Orino, Birkemeier and Saremal contract, #1815, Arch Cape Tunnel Section, Oregon Coast Highway, Clatsop County.

We will appreciate it if you will now let us know the date of formal acceptance of the contract, and the amount paid to date thereunder.

Thanking you, we are

Very truly yours,

Donald Seibert, Attorney

DS:MM

Completed Feb. 5, 1938.
accepted Mar. 25, 1938.

E-#
R-#
Ol-#

Final -$ 7,206.39

Jim
prepare answer

RECEIVED
JUN 21 1938
FOR FILING

180-E

May 25th, 1938

NOTED
State Highway Engineer

COST ANALYSIS FINAL REPORT
Oregon Coast Highway
Arch Cape Tunnel Section
Contract 1815, Prefix 4-1009
Orino, Birkemeier & Saremal, Contractors
A. V. Benedict, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$4,671.35			All	$4,000.00
Trench Excavation	419.50	306.9 cu. yd.	1.36	2.00	613.80
Common "	13,290.41	29,825.3 cu. yd.	0.45	0.30	8,947.59
Solid "	2,659.84	4,284.9 cu. yd.	0.62	1.00	4,284.90
Tunnel "	117,558.06	29,358.1 cu. yd.	4.00	3.50	102,753.35
Overhaul	2,760.48	69,012 yd. sta.	0.04	0.02	1,380.24
Truck Haul	3,280.50	13,122 yd. mi.	0.25	0.20	2,624.40
Finishing Roadbed & Slopes	205.00	0.39 Mile	525.60	300.00	117.00
Lumber in Tunnel Lining Preservative Oil Treatment	28,186.15	258.268 FBM	109.14	70.00	18,078.76
Cordwood Packing	6,549.72	330.8 Cord	19.80	3.00	992.40
Untreated Lumber in Tunnel Lining	7,021.27	102.797 FBM	68.30	35.00	3,597.90
8" Perf. Concrete Pipe	206.54	323 Lin. Ft.	0.64	0.60	193.80
12" Corr. Iron Pipe P.I.	332.80	260 " "	1.28	1.50	390.00
18" " " " " "	184.00	92 " "	2.00	2.25	207.00
Concrete Catch Basin	22.60	1 Each	22.60	35.00	35.00
Rock Backfill in Drains	27.63	34.8 Cu. Yd.	0.80	1.00	34.80
Treated Trestle Piling	1,154.93	987.1 Lin. Ft.	1.17	1.00	987.10
" Lumber in Bridge	2,797.32	31.763 FBM	88.10	75.00	2,382.23
Class "A" Concrete	3,975.64	157.75 Cu. Yd.	25.20	23.00	3,628.25
" "D" "	3,286.71	125.92 Cu. Yd.	26.10	24.00	3,022.08
Metal Reinforcement	1,467.36	33,349 Lb.	0.044	0.055	1,834.20
Composite Hand Rail	1,180.66	342.17 Lin. Ft.	3.45	3.00	1,026.51

BALDOCK

Item		Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Tunnel Overbreak		$9,114.20	4,557.1 cu. yd.	2.00	1.00	$4,557.10
Tunnel Excavation Double Pay		836.12	142.4 cu. yd.	5.87	7.00	996.80
PA #1	24" Corr. Iron Pipe	244.94	82 lin. ft.	2.98	3.50	287.00
PA #2	6" " " "	640.62	533 " "	1.20	1.50	799.50
PA #3	Fall Danger Trees	24.00				24.00
PA #4	Splice Piling	511.90				511.90
PA #5	Wolman Salt Treated Lumber in Tunnel Lining	10,567.80	93.968 FBM	112.46	70.00	6,577.76
PA #6	Port Orford Cedar Wedges	600.00	20,000 each	0.03	0.03	600.00
PA #7	Common Borrow	2,398.20	6,864.1 cu. yd.	0.35	0.30	2,059.23
PA #8	Purchase of Steel	234.14	7,553 lb.	0.031	0.031	234.14
PA #8	" " Concrete Pipe	61.56	171 lin. ft.	0.36	0.36	61.56
PA #8	Cement Adjustment, Deduct		28.5 bbl.	2.71	2.71	- 77.24
PA #9	Piling Cutoff Adjustment	63.27	107.6 lin. ft.	0.588	0.588	63.27
FA #L	Encase Water Pipe	287.40				287.40
FA #2	Raise Bridge Caps	123.09				123.09
FA #3	Exploratory Drifts	2,182.11				2,182.11
FA #4	Grout Behind Timbers	17,968.33				17,968.33
FA #5	Reinforcing Timbers	5,300.06				5,300.06
FA #6	Clearing Borrow Pit	72.45				72.45
FA #7	Retimber South End Lining	3,113.98				3,113.98
FA #8	Rip Rap and Cleanup Loose Rock	77.64				77.64
Deduct for Exploratory Tunnel Dug by State Force		-	497.5 cu. yd.		1.00	- 497.50
Total		$255,660.28				$206,453.89

Total Cost	$255,660.28
Gross Revenue	206,453.89
Net Loss	$49,206.39

Net Loss Equals 23.8% of Gross Revenue

Contract 1815
Detail Cost

Labor:

Superivsion (Including Saremal 21 mo. at $200.00)	$11,645.57	
Labor	99,224.43	
State Industrial Accident Insurance	10,392.54	
Social Security & Unemployment Insurance	2,196.37	$123,458.91

Material:

Oil Treated Lumber Lining	260 M-FBM at 42.00	$10,920.00	
Untreated Lumber Lining	184.3 M-FBM at 28.00	5,152.45	
Cordwood Packing	331 cord at 6.00	1,986.00	
Wolmanized Lumber Lining	94 M-FBM at 47.50	4,465.00	
Treated Lumber in Bridge	32 M-FBM at 61.50	1,968.00	
" Trestle Piling	990 Lin. Ft. at 0.56	55.44	
Cement for Class "A" & "D" Concrete	488½ Bbl. at 2.71	1,323.84	
Cement for Grouting	1,606½ Bbl. at 2.71	4,353.61	
Mineral Aggregate for Concrete	369 cu. yd. at 3.25	1,199.25	
Metal Reinforcement for Concrete	33,500 lb. at 0.031	1,038.50	
Spindles for Composite Hand Rail		389.19	
Hardware for Bridge		118.20	
Hardware for Tunnel Timber		1,045.00	
Port Orford Cedar Wedges	20,000 at 0.025	500.00	
Grate for Catch Basin		7.50	
8" Perf. Concrete Pipe	323 lin. ft. at 0.40	129.20	
6" C.I.P. Perf.	533 lin. ft. at 0.46	245.18	
6" C.I.P. Bands	51 each at 0.54	27.54	
12" C.I.P. Prot. Invert	260 lin. ft. at 1.04	270.40	
12" C.I.P. Bands	10 each at 1.21	12.10	
18" C.I.P. Prot. Invert	92 lin. ft. at 1.49	137.08	
18" C.I.P. Bands	5 each at 2.06	10.30	
24" C.I.P. Prot. Invert	82 lin. ft. at 2.36	193.52	
24" C.I.P. Bands	3 each at 2.71	8.13	
Water Pipe		82.00	
Fir Wedges	5,572 at 0.02	111.44	$35,748.87

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	$33,667.00
Gas, Oil & Grease	13,918.07
Small Tools, Repairs & Misc. Supplies	9,632.15
Drilling, Lighting, Ventilating & Misc. Tunnel Sup.	14,720.30
Explosives	5,969.35
Lumber for Temporary Construction	2,615.50
Move In and Out	1,825.50
Freight & Express	1,068.90
Camp Expense	916.32

Detail Cost (Cont'd)

Equipment Rental, Supplies & Misc. (Cont'd):

Office and Misc. Expense	$3,840.70	
Bond 1% of Gross Earned	2,068.71	
Home Office & General Overhead	6,210.00	
		$96,452.50

Cost Grand Total $255,660.28

Arch Cape Tunnel Section

REMARKS:

This contract was awarded February 6th, 1936. Work was started February 25th, and the job was completed February 5th, 1938. The original completion date was set for December 31st, 1936, but due to slow progress and the extra work required it was necessary to extend the completion date to February 5th, 1938, which was done without penalty.

The work consisted of the construction of 0.62 miles of highway roadbed including 1227.1 feet of tunnel 36 feet wide and 23 feet high, and the construction of a pile trestle bridge with concrete deck 166 feet in length.

The clearing on the north end of the tunnel was through marsh land and was very heavy. The brush and small trees were used to make a brush mattress for the roadbed fill through the marsh area.

Rain and mud made the common excavation at the north end of the tunnel very difficult and expensive. The cat and dozer used on common excavation was unable to operate under its own power due to lack of traction and was dragged through with a gas donkey. A 3/4 yard shovel and trucks were also used at the north end portal cut.

The excavation on the south end of the tunnel about 20,000 cubic yards was subbed to a sub-contractor who had a CAT BULLDOZER & SCRAPER [redacted], but due to the difficult location of the cut and the cost of moving in equipment and supplies the sub-contractor did not earn enough to pay all his bills and these bills were paid by the contractors which increased their cost about $800.00.

The tunnel was started June 1st, 1936. 288 lineal feet on the north end was timbered. 582 lineal feet of solid rock did not require timbering except in two short sections where the rock was soft and loose. 358 lineal feet on the south end was timbered and due to the tremendous weight and a slight movement of the oberburden the timbers and sills required reinforcing. To prevent movement and additional strain on the timbers the voids behind the lagging were filled with grout consisting of about four parts sand and one part cement which was pumped in under pressure. The timbering on the south end was started about 150 feet back from the point originally planned due to bad condition of the rock. Additional timbers were required which caused some delay while awaiting delivery. While awaiting delivery a top drift and the sill drifts were driven through which permitted the work to progress and also provided natural ventilation.

The construction of the tunnel was very slow due to inexperienced supervision and tunnel men and to the lack of proper equipment. The supervision was changed two or three times, and most of the equipment was replaced during the course of the job in an effort to increase efficiency. Four weeks were required to start the tunnel and place the north portal timbers. The progress per work day was about two feet of timbered section and seven feet of rock section, which is very slow.

The job was bid too low especially on timber and was not handled efficiently which resulted in a large loss to the contractors.

E. H. Clymer
Cost Analyst

FORM 5-A-1 1938 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAY 26 1938
FOR FILING

180-E

May 25, 1938

IN REPLY PLEASE
REFER TO FILE NO.

First Nat'l Bank of Portland
Portland, Oregon

Gentlemen:

Enclosed please find warrant No. B 141816 for $7,111.74 in favor of Sam Orino, Dan Dirkmaaier and William Seremal.

This covers estimate 26 on our contract 1835, and under written instructions from the three payees I am mailing this warrant to your bank for deposit to the credit of: "Orino, Dirkmaaier & Seremal - General Account".

NOTED

Yours respectfully,

R. H. BALDOCK
State Highway Engineer

By Carl F. Smith
Auditor

GFB:IB
Encl.
cc Sam Orino, Ft. of S.W.Porter St., Portland
cc Dan Dirkmaaier, Milwaukie
cc William Seremal, Milwaukie
cc J. M. Devers, Office
cc H. B. Glaisyer, Office

#1815
#1815

FORM S-A-1 10M 11-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAY 19 1938
FOR FILING

May 16, 1938

IN REPLY PLEASE
REFER TO FILE NO.

180-E

First National Bank
Portland, Oregon

Gentlemen:

We have received back from signature our voucher for $7,111.74, covering estimate 26 semi-final on the Arch Cape Tunnel contract made out in favor of Sam Orino, Dan Birkemeier and Wm. Sarenal. Accompanying the voucher which was signed by all three payees was their letter of April 30, requesting us to have the check made payable to your bank and sent to you for deposit to the account of Orino, Birkemeier and Sarenal Co., General Account.

As this assignment is not on the standard state form, it will be impossible to have the warrant made out otherwise than direct to the payees shown on the voucher, but we will be pleased to mail the warrant, when issued, to your bank for deposit to the account mentioned above.

Yours respectfully,

R. H. BALDOCK
State Highway Engineer

By Carl F. Smith
Auditor

CFS:EB
cc Sam Orino, Ft. of S.W.Porter St., Portland
cc Birkemeir, Dan, Milwaukie
cc Wm. Sarenal, Milwaukie
cc J. M. Devers, Office
✓cc H. B. Glaisyer, Office

#1815

180-E

May 13, 1938

CHAS R. McCORMICK LUMBER COMPANY
McCormick Terminal
Foot of Irving Street
Portland, Oregon

Attention C. W. Phryer, Auditor

Gentlemen:

This acknowledges receipt of your letter of May 9, 1938, advising that your claim against Orino, Birkemeier & Saremal, in the amount of $13,699.84, in connection with the grading of the Arch Cape Tunnel Section of the Oregon Coast Highway, in Clatsop County, has been satisfied.

We have noted this settlement in our records of this job, State Highway Commission Contract No. 1815.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Brisbine & Mansfield

#1815

PO[illegible]D LOS ANGELES SAN FRANCISCO

Chas. R. McCormick Lumber Co.

OF DELAWARE

[redacted]
CHARLES L. WHEELER, Executive Vice Pres.
F. C. TALBOT, Vice Pres [redacted]
JAS. S. BROWN, Secretary Treasurer

CABLE ADDRESS "McCORMICK"

McCORMICK TERMINAL
FOOT OF IRVING STREET
Portland, Oregon

MILLS AT
ST HELENS, OREGON
PORT GAMBLE, WASH.
PORT LUDLOW, WASH.
CREOSOTING PLANT
ST. HELENS, OREGON

RECEIVED
MAY 10 1938
OREGON
STATE HIGHWAY COMMISSION

May 9, 1938

MR. H. B. GLAISYER, SECRETARY
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Please be advised that our claim against ORINO, BIRKEMEIER & SAREMAL in the amount of $13,699.84 has now been satisfied.

Yours very truly,

CHAS. R. McCORMICK LUMBER CO.

By

AUDITOR

CWP:W

CC: Hon. Earl Snell, Secretary of State
Salem, Oregon

CC: Brisbane & Mansfield
337 S. W. Oak Street
Portland, Oregon

REFERRED TO
BY SECRETARY

and letters

FORM 5-8-1 1M 4-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

174

605 Weatherly Bldg.
May 7, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Carl Smith

Dear Sir:

In compliance with your letter of April 21st concerning the Semi-Final for Orino, Birkemeier & Saremal, all three partners have signed the voucher before a notary and we are returning the signed voucher to you today, accompanied by a letter signed by all three partners giving directions as to where their check is to be deposited.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
J. M. Devers
H. B. Glaisyer
S. H. Probert

#1815

FORM 5-8-1 1M 4-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

605 Weatherly Bldg.
May 7, 1938

180-E

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Carl Smith

Dear Sir:

In compliance with your letter of April 21st concerning the Semi-Final for Orino, Birkemeier & Saremal, all three partners have signed the voucher before a notary and we are returning the signed voucher to you today, accompanied by a letter signed by all three partners giving directions as to where their check is to be deposited.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
J. M. Devers
H. B. Glaisyer
B. H. Probert

Join

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
APR 30 1938
OREGON
STATE HIGHWAY COMMISSION

605 Weatherly Bldg.
April 29, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Carl Smith

NOTED

Dear Sir:

We received your letter of April 21st, together with voucher and Semi-Final Estimate in favor of Orino Birkemeier & Saremal for work done under Contract No. 1815.

The next day Mr. Shearrer, their office man, came over and we gave him some information, but none of the partners has been over as yet to sign the voucher.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

H. G. Smith

180-E

Form [illegible]

[illegible]EGON STATE HIGHWAY COMMISSION

NOTED

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 23, 1938

Section Arch Cape Tunnel

Kind of work Tunnel and Bridge

Highway Oregon Coast

Section prefix 4-1009

Contractor Orino, Birkemeier & Saremal Co.

Contract number 1815

Date of contract Feb. 6, 1936

Date of completion Feb. 5, 1938

Date work started Feb. 25, 1936

Estimated date of completion

Amount of contract $166,904.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $209,541.62

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $18,900, 11.3 %

Date project was completed Feb. 5, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

C. E. Thompson and myself ran check levels and set bench mark plates Tuesday and Wednesday. Thompson has been working on cost account for the State Force job the balance of the week.

Made trip to Salem and Portland Friday to straighten out some matters connected with the final estimate.

RECEIVED
APR 25 1938
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

H. G. SMITH

Signed A. V. Benedict

Address Cannon Beach, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

#1055

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.62				
Miles partially completed					
Miles completed	0.62				
Total estimated quantities - Tunnel	1227.1 lin. ft.				
Estimated quantities moved or placed to date	1227.1 lin. ft.				
Average daily quantities					
Average daily quantities necessary to complete project on time	Completed				
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

County, %; County, %; County, %; County, %

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ....,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain!		
Monday	Cloudy		
Tuesday	N.W.wind		
Wednesday	Clear		
Thursday	Clear		
Friday	Showers		
Saturday	Clear		

#1815

RECEIVED
APR 22

180-S

April 21,1938

General Casualty Company of America,
Brisbine & Mansfield, Agents,
337 Oak Street,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Orino, Birkemeier & Saremal on Contract No. 1815 for the construction of the Arch Cape Tunnel Section of the Oregon Coast Highway in Clatsop County. This payment will be made on or after April 30, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1815

RECEIVED
APR 22

180-E

April 21,1938

General Casualty Company of America,
Brisbine & Mansfield, Agents,
537 Oak Street,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Orino, Birkemeier & Saremal on Contract No. 1815 for the construction of the Arch Cape Tunnel Section of the Oregon Coast Highway in Clatsop County. This payment will be made on or after April 30, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1815

FORM 6-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

April 21, 1938

IN REPLY PLEASE
REFER TO FILE NO.

180-5

Mr. Sam Orino
Foot of S. W. Porter St.
Portland, Oregon

REFERRED TO
SECRETARY

Dear Sir:

Acting upon instructions of our legal department, I have mailed to our division office at 605 Weatherly Bldg., Portland, Oregon, the semi-final voucher in the amount of $7,111.74 on contract 1815, written up in favor of Sam Orino, Dan Birkemeier & Wm. Saremal.

The legal department has suggested that I write to each of the three partners, requesting that they call at our division office in Portland and sign the voucher, as I understand that this arrangement has been made between our legal department and yourselves as the contracting partnership. I have written to Mr. Collier, our division engineer, advising him as to the procedure and would appreciate your giving the matter as prompt attention as possible.

Yours respectfully,

R. H. BALDOCK
State Highway Engineer

By Carl F. Smith
Auditor

CFS:ES
cc J. M. Devers
cc H. B. Glaisyer
cc S. H. Probert

This letter also written to : Dan Birkemeier
Wm. Saremal

NOTED

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

April 22, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E.A. Collier, Div. Engr.
Oregon State Highway Comm.
605 Weatherly Building
Portland, Oregon

Dear Sir:

Attached please find the voucher in favor of Sam Orino, Dan Birkemeier & Wm. Saremal in the amount of $7,111.74, covering estimate 26 semi-final, contract 1815. We understand that some controversy has arisen between these partners, and we are now under instructions—beginning with this voucher—to secure the signatures of all three partners on vouchers and warrants, and the individual partners have been so notified by Mr. Devers' office.

Acting upon the advice of Mr. Devers, I am accordingly forwarding to your office this original voucher and also the contractors' copy of the voucher and the contractors' copy of the monthly estimate sheet. I am also writing individually to the three partners, informing them that the voucher is at your office and requesting them to call at your office and sign the voucher. I would suggest that one sign on the line I have checked with red pencil, and that the other two sign below in the blank space at the bottom of the affidavit, heading their signatures with the word "Approved". I would then suggest, when all three partners have signed the voucher in this manner, that a notary witness the three signatures, that you deliver the fourth copy of the voucher and the copy of the estimate to whoever may be agreed upon between the partners for their records, and that the signed voucher then be returned to this office for payment.

The warrant on this voucher, when issued, will be called to Mr. Devers' attention and handled according to his advice.

Yours respectfully,

R. H. BALDOCK
State Highway Engineer

By Carl F. Smith
Auditor

CFS:IS
Encl.
cc J. M. Devers
✓cc H. B. Glaisyer
cc S. H. Probert

RECEIVED
APR 8 1938
FOR FILING

NOTED
State Highway Engineer

COST OF ARCH CAPE TUNNEL

Contract #1815

Engineer's Bid Estimate		$176,954.00
Contractor's Bid Price		166,904.00
Under Engrs. Est.		$ 10,050.00

———x———x———x———x———x

Costs - Contract		
Contract Items	$165,251.72	
Price Agreements	10,486.50	
Extra Work	28,915.34	
Total		$204,653.56
Work by State		
Exploration Tunnel & Material furnished by State	$5,783.22	
State Force	22,000.00 *	
Total		$ 27,783.22
		$ 232,436.78
Estimated Engineering		18,763.22
Total Estimated Cost		$ 251,200.00

* State force setup for work that is now under way.

#1815

182-B

March 14, 1938

Maryland Casualty Company,
Brisbine & Mansfield, Agents,
310 Lewis Building,
Portland, Oregon.

Attention: Mr. Chas. A. Mansfield.

Gentlemen:

This is to acknowledge your letter of March 11th concerning the Orino, Birkemeier & Saremal Contract No. 1815, Arch Cape Tunnel in Clatsop County.

You are advised that we have the contractors application for an extension of time to February 5, 1938, which was the date of completion. This application will probably be presented to the Highway Commission for consideration on March 24, 1938.

The total amount earned under the contract was $201,508.64, the retained percentage is $12,517.80, and the total amount paid to date is $188,990.84.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1815
[illegible]

ASSOCIATE
MEMBER

BRISBINE & MANSFIELD
SURETY BONDS — GENERAL INSURANCE
310 LEWIS BUILDING
PORTLAND, OREGON
ATWATER 2666

CHAS. A. MANSFIELD
BEACON 2309

L. W. NEFF
BROADWAY 8817

RECEIVED
[illegible] 1938
STATE HIGHWAY COMMISSION

March 11, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Contract 1815 - Orino, Birkemeier & Saremal, Contractor - Contract for construction of Arch Cape Tunnel Section of Oregon Coast Highway, Clatsop County, Oregon

We are surety on the bond of the above named on the contract captioned above.

We recently consented to a request for extension of time. Will you kindly advise whether or not this extension of time was granted and alsoif the contract has been completed and accepted and if so, the amount paid and the date of acceptance of the work.

Yours very truly
MARYLAND CASUALTY COMPANY
By Chas. A. Mansfield

CAM:N

Mar 5 –
E - $201,508.64
G - $12,517.80
Pd - $188,990.84

#1815

#1815

RECEIVED
FEB 26 1938
FOR FILING

180-E

February 24, 1938

Maryland Casualty Company,
210 Sansome Street,
San Francisco, California.

Attention: Mr. Earl C. Berger, Adjuster.

Gentlemen:

Receipt is acknowledged of your letter of February 21st concerning the Orino, Birkemeier & Saremal Contract No. 1815, Arch Cape Tunnel Section of the Oregon Coast Highway in Clatsop County.

You are advised that this contract was completed February 5, 1938. Acceptance of the contract has not yet been made. The total amount earned to January 15th was $195,956.30, the retained percentage is $12,517.80, and the total amount paid to date is $183,438.50.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1815
~~Clatsop Co~~

5

MARYLAND CASUALTY COMPANY

SILLIMAN EVANS, CHAIRMAN OF THE BOARD
EDWARD J. BOND, JR., PRESIDENT

GEORGE W. ECREMENT, JR., MANAGER
DONALD SEIBERT, ATTORNEY

SAN FRANCISCO CLAIM DIVISION
210 SANSOME STREET, SAN FRANCISCO, CALIF.

114-37-Cont.
37-33-Bond
Orino, Birkemeier & Saremal
State of Oregon

February 21, 1938

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:-

With reference to the Arch Cape Tunnel section in Clatsop County, contract #1815, Orino, Birkemeier and Saremal, will you please be good enough to advise what further payments have been made to the contractor since your advices of November 29, 1937 indicating total amount paid to date was $167,685.54; also please advise the amount of retained percentage. Also, can you approximate date of completion, if same has not already taken place?

With appreciation for your kind cooperation and courtesy, we are

Yours very truly,
Geo. W. Ecrement, Jr., Mgr.
per Earl C Berger
Earl C. Berger, Adjuster

ECB:MM
cc:Bonding Claim Div.

REFERRED TO
JM
SECRETARY

prepare answer

Jan. 15-

E. $195,956.30
R. 12,517.80
Pd. $183,438.50

Est. #23- $2,094.74

FORTY YEARS INSURANCE SERVICE TO AMERICAN BUSINESS
1898 1938

#1815

RECEIVED
MAR 1 1938
FOR FILING

780-E

February 21st, 1938

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Orino, Birkemeier & Seremal is requesting an extension of time on their Arch Cape Tunnel Contract No. 1815, to February 5th, 1938, which is the date of actual completion of the contract work. May I have your concurrence in this extension of time for the following reasons:

Prior to this time an extension of time had been granted from March 1st to July 1st, 1937, because of the 60-day delay in securing additional treated tunnel timber. This additional timber was found necessary due to the soft ground encountered. Since that time the contractor had further delays with soft and heavy ground which necessitated the installation of equipment for grouting behind the timbers and the reconstruction of the timber already placed on the south end.

In view of the ground conditions which developed during the progress of this tunnel, it is felt that the contractor was justified in proceeding as slowly as he felt safety demanded. It is probable that a contractor with more experience in soft ground would have had little delay in completing this job on time, but since that is a mooted question and cannot be determined definitely, I believe that the first consideration should be given to the safety of the contractor's men and the permanency of the tunnel; therefore, I think the full extension should be allowed without the contractor being assessed the engineering costs for the delay.

Very truly yours,

State Highway Engineer

R

REFERRED TO
JWM
BY SECRETARY

#1815

RECEIVED
FOR FILING

OBS
CO

ORINO, BIRKEMEIER & SAREMAL CO.

SAM ORINO
DAN BIRKEMEIER
WM. SAREMAL

GENERAL CONTRACTORS
BONNEVILLE, OREGON

O. F. GIBSON
CASHIER & ACCOUNTANT

February 15, 1938

Oregon State Highway Commission,
Salem, Oregon.

Atten:Mr. H. B. Glaisyer, Secretary:

Gentlemen:

Attached is a letter of consent from our Bonding Company agreeing to extending our time for completion of Contract 1815, Arch Cape Tunnel, to February 5, 1938, the actual date of completion.

This was requested in your letter of February 10th.

Yours truly,
ORINO, BIRKEMEIER & SAREMAL CO

By__________

#1815

February 10, 1938

Orino, Birkemeier & Saremal Co.,
Bonneville, Oregon.

Attention: Mr. Sam Orino.

Dear Sirs:

Receipt is acknowledged of your letter of February 7th requesting an extension of time on your contract No. 1815, Arch Cape Tunnel Section in Clatsop County.

According to our records the contract was completed February 5, 1938, so it will be necessary to extend the time limit to this date. Please secure the written consent of your surety on the bond and forward it to this office to accompany your application and the matter will be presented to the Highway Commission.

The contract cannot be accepted until the time limit has been extended.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

cc to F. D. Wason.

Mr. Wason:
Copy of their application is attached hereto. The original date of completion was Feb, 28, 1937, and the time limit was extended to July 1, 1937, without penalty. Please advise of your recommendations.

H. B. Glaisyer

Fe 1938

Mr. Chas. Low:

Herewith letter from Sam Orino, requesting an extension of time on their Cont. #1815, Arch Cape Tunnel Section.

The original date of completion of this contract was Feb, 28, 1937, it was extended to July 1, 1937, without penalty. Another application was submitted for an extention to Oct, 1, 1937, which was referred to your office on June 22, 1937, and has not been returned. According to our records this contract was completed Feb, 5, 1938, so the extension should be from July 1, 1937 to Feb, 5, 1938. Please advise if these are the correct dates and I will acknowledge this letter and get the con sent of their surety and again present the matter to your department.

J. McFarland.

Will Finn said
Feb. 5 O.K.
L

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sion of time from March 1, the original completion date, to July 1,
1937. This was granted without penalty because of a 60-day delay
in securing additional treated tunnel timber and the slower progress
that was anticipated in driving the tunnel through hazardous and
difficult ground.

This present request, then, covers the time from July 1,
1937, to February 5, 1938, approximately 7 months. At the time of
the first request for extension, the total contemplated work amounted
to $200,479.00. The last estimate for all work included under the
contract is $232,591.00. This increase was due to additional timber-
ing and other approved force account work; such as, the grouting
behind the timbers and the reconstruction of the south end timbering.
On the basis of the original contract amount of $189,594.40, for which
the contract provided 13 months' time to complete, the $32,000.00 of
extra work since July 1st would require slightly over 2 months' time.

It is recommended, therefore, that the time be extended as
requested, with a penalty of engineering costs assessed against the
contractor for the months of September, 1937, to January, 1938, in-
clusive.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock ✓
H. B. Glaisyer

1M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 15 1938
FOR FILING

February 11, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith.

Dear Sir:

Orino, Birkemeir & Saremal Company is requesting an extension of time on their Arch Cape Tunnel Contract No. 1850 to February 5, 1938, which is the date of actual completion of required contract work. About a year ago the contractor asked for an extension of time from March 1, the original completion date, to July 1, 1937. This was granted without penalty because of a 60-day delay in securing additional treated tunnel timber and the slower progress that was anticipated in driving the tunnel through hazardous and difficult ground.

This present request, then, covers the time from July 1, 1937, to February 5, 1938, approximately 7 months. At the time of the first request for extension, the total contemplated work amounted to $200,479.00. The last estimate for all work included under the contract is $232,591.00. This increase was due to additional timbering and other approved force account work; such as, the grouting behind the timbers and the reconstruction of the south end timbering. On the basis of the original contract amount of $189,594.40, for which the contract provided 13 months' time to complete, the $32,000.00 of extra work since July 1st would require slightly over 2 months' time.

It is recommended, therefore, that the time be extended as requested, with a penalty of engineering costs assessed against the contractor for the months of September, 1937, to January, 1938, inclusive.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock ✓
H. B. Glaisyer

CABELL, CHAIRMAN, PORTLAND
. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
FEB 15 1938
FOR FILING
170-E

February 11, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Orino, Birkemeir & Saremal Company is requesting an extension of time on their Arch Cape Tunnel Contract No. 1359 to February 5, 1938, which is the date of actual completion of required contract work. About a year ago the contractor asked for an extension of time from March 1, the original completion date, to July 1, 1937. This was granted without penalty because of a 60-day delay in securing additional treated tunnel timber and the slower progress that was anticipated in driving the tunnel through hazardous and difficult ground.

This present request, then, covers the time from July 1, 1937, to February 5, 1938, approximately 7 months. At the time of the first request for extension, the total contemplated work amounted to $200,479.00. The last estimate for all work included under the contract is $232,591.00. This increase was due to additional timbering and other approved force account work; such as, the grouting behind the timbers and the reconstruction of the south end timbering. On the basis of the original contract amount of $189,594.40, for which the contract provided 13 months' time to complete, the $32,000.00 of extra work since July 1st would require slightly over 2 months' time.

It is recommended, therefore, that the time be extended as requested, with a penalty of engineering costs assessed against the contractor for the months of September, 1937, to January, 1938, inclusive.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. B. Glaisyer ✓

FORM 2-E-1 2M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

FEB 15 1938
FOR FILING

180-E

January 22, 1938

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Pursuant to your request I have investigated the additional cost of using treated lumber for the lining of the so-called rock section of the Arch Cape Tunnel. This timber lining requires approximately 450 FBM per lineal foot of tunnel. The treating and framing charge on treated lumber is about $25 per MFBM making an additional cost of $11.25 per foot. In buying treated lumber the framing is done at the plant and is included in the above charge so that we would save the labor of framing which is estimated to be approximately $5.00 per thousand or a credit of $2.25 per lineal foot making a total additional cost for the treated lumber of $9.00 per foot. There are 436 feet in this section which have not yet been lined and assuming that we have to line all of it the additional cost for treated lumber would be $3,924.

The completion of the lining in this section using untreated is estimated to cost $15,260 and using treated lumber $19,184.

NOTED
State Highway Engineer

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP DK
cc F. D. Eason
H. G. Smith

RECEIVED
JAN 19
FOR FILING

180-2

January 18, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

As requested in your letter of January 15th, we are sending herewith our present estimate of the cost of the tunnel now nearing completion at Arch Cape.

Unstable ground conditions encountered at the south end of the tunnel have made necessary a large amount of extra work in the way of additional lining, relining and reinforcing of lining, and has resulted in a very large overrun in cost.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

ESTIMATED CONSTRUCTION COSTS, ARCH CAPE TUNNEL

January 18, 1938

Contract Items:	Unit	Unit Price	Quantity	Amount
1. Tunnel Excavation	Cu. Yds.	$ 3.50	30,000	$105,000.00
2. Overhaul	Yd. Sta.	0.02	51,000	1,020.00
3. Lumber in Tunnel Lining, Preservative Oil Treatment	M-FBM	70.00	250	17,500.00
4. Cordwood Packing	Cord	3.00	300	900.00
5. Untreated Lumber in Tunnel Lining	M-FBM	35.00	100	3,500.00
6. Class "A" Concrete	Cu. Yds.	23.00	142	3,266.00
7. Class "D" Concrete	Cu. Yds.	24.00	130	3,120.00
8. Metal Reinforcement	Lbs.	0.055	2,000	110.00
9. Tunnel Overbreak	Cu. Yds.	1.00	6,000	6,000.00
10. Tunnel Excavation Double Pay	Cu. Yds.	7.00	90	630.00
Subtotal, Contract Bid Items................				$141,046.00
Price Agreements:				
11. P. A. #2, 6" Dipped Perf. Corr. Iron Pipe	Lin. Ft.	$ 1.50	540	$ 810.00
12. P. A. #5, Lumber in Tunnel Lining, Wolman Salts Treatment	M-FBM	70.00	100	7,000.00
13. P. A. #6, Port Orford Cedar Wedges	Each	0.03	20,000	600.00
Subtotal, Price Agreements..................				$ 8,410.00
Force Account Work (Unit costs estimated):				
14. E. W. #3, Exploratory Drifts	Total Cost			$ 2,182.00
15. E. W. #4, Grout Behind Timbers	Cu. Yds.	$30.00	616.67	18,500.00
16. E. W. #5, Reinforcement Timbers	M-FBM	81.35	61.35	5,000.00
Subtotal, Orders for Extra Work............				$ 25,682.00
State Force Work (Unit costs estimated):				
17. Exploratory Tunnels (1935)				$ 3,000.00
18. Completing Tunnel Lining To Insure Stability and Safety, as follows:				
Excavate Behind Timbers	Cu. Yds.	$ 5.00	400	2,000.00
Concrete in Sills	Cu. Yds.	25.00	300	7,500.00
Backfill and Grout	Cu. Yds.	25.00	100	2,500.00
Supply and Erect Additional Timbers	M-FBM	115.00	72	8,280.00
Surface Roadbed	Lump Sum		All	500.00
Incidentals				1,220.00
Subtotal, State Force Work..................				$ 25,000.00
Total Estimated Cost of Tunnel Construction				$200,138.00

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

January 15, 1938

JAN 18 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. Paxson

Dear Sir:

We are in receipt of a request from our Regional Office for an estimate of cost of the Arch Cape Tunnel, Oregon Federal Aid Project No. 180-E. The estimate as compiled from data in our files is as follows:

31,000	c.y. Tunnel Excavation	at	$3.50	$108,500
300	MFBM Tim.Lin. Oil Pres.	at	70.00	21,000
3,000	c.y. O bk. in Tunnels	at	1.00	3,000
230	cords cordwood backing	at	3.00	690
27	MFBM Unts. Tim. in Lining	at	35.00	945
162	c.y. Class A concrete in sills	at	23.00	3,726
80,000	st.yds. Overhaul	at	.02	1,600
10,500	yd.mi. Truck Haul	at	.20	2,100
10,000#	Mt. Reinf. in sills	at	.055	550
Additional Work				
60	MFBM Tim.Lin. Wolman Salts	at	70.00	4,200
?	c.y. Class A conc. in sills	at	23.00	?
10,000	Port Orford Cedar Wedges	at	.03	300
500	c.y. Grout behind timber lining	at	30.00	15,000
	Total			?

The costs are based upon agreement estimate quantities with additions made during construction. We do not seem to have the amount of additional Class A concrete in the sills under Price Agreement No. 5 dated January 29, 1937.

Please insert the latest estimate of the quantities listed together with any additional cost applicable to the tunnel which might not appear, so that the latest estimate of the total cost of the tunnel may be ascertained.

We would like very much to receive this information by next Thursday if possible.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

RECEIVED
JAN 12 1938
FOR FILING

180-8

January 11, 1938

Pendergrass & Zollinger
Attorneys at Law
Pacific Building
Portland, Oregon

Gentlemen:

We are in receipt of your letter of January 6, 1938, requesting information concerning the final quantities for the work performed by R. N. Summitt as subcontractor on the Arch Cape Tunnel project on the Oregon Coast Highway in Clatsop County.

The only information available is the figures submitted on the latest monthly estimate which show the following work as having been performed by Mr. Summitt:

Common Excavation	18,500 Cu. Yds.
Solid Rock Excavation	1,500 Cu. Yds.
Overhaul	23,500 Sta. Yds.

These figures, however, are only tentative, estimated for the purpose of making partial payment to the contractor, and are subject to change when the final estimate is prepared, which will probably not be before March 15, 1938.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by M. H. Milner/GS

Jan, 7, 1938

Have checked up on this and find that R. N. Summitt was a sub on this job. However, we are not yet in a position to give out any definite figures. The job has not been completed and the final estimate will not be in for some time yet. Benedoct of course has the figures but under our rules cannot give them out until the final has been checked.

McFarland.

NOTED

GER

RECEIVED
- 1938
STATE HIGHWAY COMMISSION

6, 1938.

State Highway Commission
Salem, Oregon

Gentlemen:

As your records will indicate, R. N. Summitt performed a substantial amount of excavation and other work in connection with the construction of the South end of the Arch Cape Tunnel under a subcontract from Orino, Birkemeier and Saramel.

It is our understanding that this work was completed some considerable time ago, but that some delay has been encountered in determining the exact amount of yardage removed by him, so that he might collect the balance owing him under this subcontract.

Mr. Summitt has informed us that he understands that this computation was recently completed and has requested that we write to you and obtain this information if it is available. We shall accordingly appreciate it very much if you will let us know the total amount of yardage removed by Mr. Summitt under this subcontract.

Very truly yours,

Pendergrass & Zollinger

REFERRED TO [illegible]
BY SECRETARY
to answer

VVP:NB

PENDERGRASS & ZOLLINGER
ATTORNEYS AT LAW
PACIFIC BUILDING
PORTLAND, OREGON

V. V. PENDERGRASS
C. E. ZOLLINGER
G. H. KEANE

RECEIVED
[illegible] 7 - 1938
STATE HIGHWAY COMMISSION

January 6, 1938.

State Highway Commission
Salem, Oregon

Gentlemen:

As your records will indicate, R. N. Summitt performed a substantial amount of excavation and other work in connection with the construction of the South end of the Arch Cape Tunnel under a subcontract from Orino, Birkemeier and Saramel.

It is our understanding that this work was completed some considerable time ago, but that some delay has been encountered in determining the exact amount of yardage removed by him, so that he might collect the balance owing him under this subcontract.

Mr. Summitt has informed us that he understands that this computation was recently completed and has requested that we write to you and obtain this information if it is available. We shall accordingly appreciate it very much if you will let us know the total amount of yardage removed by Mr. Summitt under this subcontract.

Very truly yours,

Pendergrass & Zollinger

REFERRED TO [illegible]
BY SECRETARY
to answer

VVP:NB

RECEIVED
DEC 30 1937
FOR FILING

1502

December 29, 1937

Mr. C. L. Swain, Supervisor
MARYLAND CASUALTY COMPANY
210 Sansome Street
San Francisco, Cal.

Dear Sir:

Reply is made to your letter of December 27, inquiring as to the present status of Contract No. 1815 with Orino, Birkemeier & Saremal, for the construction of the Arch Cape-Tunnel Section of the Oregon Coast Highway, in Clatsop County.

Our expectation that this job would be completed by December 15, 1937, as expressed in my letter to you of November 29th, has not been fulfilled.

To date the following claims have been filed against the job:

Chas. R. McCormick Lumber Co., $15,699.84
Willamette Hauling Co, $122.50.
The Astoria Lumber Company has advised of claim,
amount not stated.

Very truly yours,

Secretary

[illegible]

MARYLAND CASUALTY COMPANY

SILLIMAN EVANS, CHAIRMAN OF THE BOARD
EDWARD J. BOND, JR., PRESIDENT

SAN FRANCISCO CLAIM DIVISION
210 SANSOME STREET, SAN FRANCISCO, CALIF.

GEORGE W. ECREMENT, JR., MANAGER
DONALD SEIBERT, ATTORNEY

HO-114-37-Cont.
37-33-Bond
Orino, Birkemeier & Saremal
State of Oregon

December 27th, 1937.

State Highway Commission
Salem, Oregon

Att: Mr. H. B. Glaisyer, Secretary

Gentlemen:

On November 29th you wrote, advising us that the contract of Orino, Birkemeier & Saremal, Contract No. 1815, Arch Cape Tunnel Section in Clatsop County was to be completed about the 15th of December, 1937. We would appreciate it greatly if you would advise the present status of this contract as the report comes to us that it has been completed. Will you also please advise us whether or not any claims have been filed against the job.

Very truly yours,

C. L. Swain, Supervisor

CLS/k

1M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

December 2, 1937

IN REPLY PLEASE
REFER TO FILE NO.

180-E

Mr. A. V. Benedict,
Resident Engineer,
Oregon State Highway Department,
Cannon Beach, Oregon.

Dear Sir:

With reference to the state force work to be done on the Arch Cape Tunnel, which work is to get underway immediately upon the completion of the contractor's operations, you will retain Mr. Curley as superintendent in charge of this work at his present rate. You and Mr. Curley can select from the contractor's forces such qualified miners and helpers as you may need. These men can be paid the same rates as now being paid them by the contractor upon submission of wage approval forms for each individual to be hired; as, tunnelmen at $1.00 an hour and tunnelmen helpers at 75¢ an hour.

You might also submit immediately a list of other classifications that you may need on this work; such as, carpenters, laborers, truck drivers, etc. These men, I think, can be supplied from our own organization. Please indicate when these men should report to you for duty.

If you need additional equipment in the way of trucks and tools, you should make a requisition for these also, with the date indicated for assignment.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
J. N. Bishop
H. G. Smith

#1815

RECEIVED

180-E

November 29, 1937

Mr. C. L. Swain,
c/o Maryland Casualty Company,
210 Sansome Street,
San Francisco, California.

Dear Sir:

Reference is made to your letter of November 27th concerning the Orino, Birkemeier & Saremal, Contract No. 1815, Arch Cape Tunnel Section in Clatsop County.

You are advised that this contract will not be completed until about December 15, 1937. The total amount paid to date is $167,685.54, and the retained percentage is $12,517.80.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#115

RECEIVED
1937
HIGHWAY COMMISSION

MARYLAND CASUALTY COMPANY
SILLIMAN EVANS, CHAIRMAN OF THE BOARD
EDWARD J. BOND, JR., PRESIDENT

SAN FRANCISCO CLAIM DIVISION
210 SANSOME STREET, SAN FRANCISCO, CALIF.

GEORGE W. ECREMENT, JR., MANAGER
DONALD SEIBERT, ATTORNEY

HO-114-37-Cont.
37-33-Bond
State of Oregon
Orino-Birkemeier & Saremal

November 27th, 1937.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

On September 13, 1937, you were so kind as to advise me concerning the contract of Orino, Birkemeier & Saremal, contract No. 1815 - Arch Cape Tunnel, to the effect that the contract was approximately 96% complete and the estimated completion date was November 15, 1937. We would appreciate it greatly at this time if you would advise us the present status of this contract, giving us the amount paid to the contractor, the retained percentage and the amount (approximate) completed and whether or not it has been completed and please advise us if there are any claims filed against same.

Thanking you, I am

Very truly yours,

C. L. Swain, Supervisor

Nov. 15—

CLS/k

E - $180,201.34
R - $12,517.80
Pd - $167,683.54

F. est. $12,185.04

Jim
prepare reply for me
[illegible]

RECEIVED

RECEIVED
OCT 22 1937
OREGON
STATE HIGHWAY COMMISSION

CROSSETT WESTERN COMPANY
MANUFACTURERS OF
DOUGLAS FIR AND WESTERN HEMLOCK
CROSSETT-WATZEK-GATES INDUSTRIES

CROSSETT WESTERN CO., WAUNA & KNAPPA, OREGON
CROSSETT CHEMICAL COMPANY, CROSSETT, ARKANSAS
JACKSON LUMBER COMPANY, LOCKHART, ALABAMA

DOUGLAS FIR WCO WESTERN HEMLOCK

CROSSETT LUMBER COMPANY, CROSSETT, ARKANSAS
FORDYCE CROSSETT SALES CO., CROSSETT, ARKANSAS
FORDYCE LUMBER COMPANY, FORDYCE, ARKANSAS

WAUNA, OREGON

October 20th, 1937

NOTED
State Highway Engineer

G. S. Paxson, Bridge Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Paxson:

I made several trips during the summer to watch construction progress with WOLMANIZED lumber in the Arch Cape Tunnel here in Clatsop County. One of the executives from our head office in Chicago and the writer waded through the mud there for most of yesterday afternoon. Your resident engineer, Mr. A. V. Benedict, and your resident inspector, Mr. Curley, accompanied us yesterday and were very courteous.

All of your organization as well as the contractors seem to be not only well satisfied with WOLMANIZED lumber but quite enthusiastic for its use in tunnel lining. It is certainly a fair test of WOLMANIZED lumber where it is used in alternate bents with creosote toward the south end of the tunnel. In that area I was curious to know why a temporary second lining of untreated lumber had been installed for some 20' in the tunnel. Upon investigation I found not only there but for probably 25' on either side of the secondary lining that the creosote bents were inclined to crush under the heavy load. The top segments of the creosoted bents in this area were inclined to push off of the vertical wall member and several of the creosoted timbers had bent perceptibly out of line and a few of them had splintered and broken. In all of this area the WOLMANIZED bents were still in perfect order.

We presume that all of the above is known to you and we write this letter largely to make a record of it for our files. This superior strength in WOLMANIZED lumber is not one of the things that we advance for it although we have known that such has been the case in other installations of severe tests of strain. It is a rather natural result of using temperatures and pressures of about 140 degrees and 140# as a maximum in order to gain the required retention in the treatment with WOLMAN SALTS while the greater viscosity of creosote and crude oil requires temperatures and pressures from 180 to 200 degrees and pounds. It is natural that the higher the temperature and the higher the pressure the more strain there is upon wood structure when it is treated.

This Arch Cape Tunnel job is a fine parallel test for WOLMAN SALTS against creosote. With the constant leakage of water through this tunnel lining and with the constant heavy pressure from behind with wet mud and with the ~~human~~ humid atmosphere always present through this long darkness, there will be a fine opportunity to compare the toxicity against decay of the two treatments. We don't say that WOLMAN SALTS has any better record than 8# or 10# creosote but each month we are developing new facts where it has an equivalent record with creosote against decay. Such hard tests as the Arch Cape Tunnel is just the kind of installation we want and we are certain that WOLMAN SALTS is the only commercial wood preservative which will offer comparable results to creosote some 25 years or more hence.

We notice at the south portal that the wood sill on which the tunnel bents rested had been crushed down into soft ground. To overcome this you were putting in a concrete bed around the vertical posts and on top of the sill. The men on the job understood that these posts were to be cut off and stubbed with a base on top of this new concrete sill. You understand that the penetration of WOLMAN SALTS, while some better, is not enough better than creosote to permit of such fabrication of timbers on the job. When you cut in two these vertical WOLMANIZED posts you are going to expose an untreated portion. We presume and trust that you will then consider such trimmed posts as untreated material.

After having seen the crushing of some of the creosoted tunnel bents we wondered whether it is not expecting too much of the intervening WOLMANIZED bents to carry for any long time twice the load they were planned for. We asked Mr. Benedict whether the tunnel was to be left in its present condition and he said that there was discussion about putting in still one more bent every 8' through this area. If such is your plan we hope you will give us a chance to quote on WOLMANIZED lumber for this additional work. We bring the matter to your attention now so that there will be plenty of time for us to treat the lumber and allow for 30 days drying after treatment in order to set the salts. We have countless proofs that if this drying does take place there will not be sufficient leaching to do any harm. Our sales license with the American Lumber & Treating Company requires this drying period on all lumber for ground or water contact and the Arch Cape Tunnel job certainly comes within that limit. We hope you will advertise for bids soon enough to allow for this drying period. It will only take a couple of weeks to cut the lumber and treat it but the drying period afterwards cannot be rushed.

We address this letter to you because we think we remember that the Arch Cape Tunnel job comes under your general supervision. We know a Mr. Mason is division engineer at Arch Cape and we presume you will bring this letter to his attention if it does concern him.

Because the writer and his brother happen to be acquainted with Mr. R. H. Baldock we take the liberty of sending him a copy of this letter. We have talked WOLMANIZED lumber to him so often that we take satisfaction in citing the kind of service it has already given on the first big job where you have tried it out. The farther we go with WOLMAN SALTS the more certain we are that it is very much worthwhile, and we are almost cranks about trying to be honest merchants.

CHW:af

Yours truly

CHWatzek

C.H.Watzek, Mgr.

cc Mr.R.H.Baldock ✓
Mr.L.F.Pomeroy

RH BALDOCK

October 4th, 1937

RECEIVED
OCT 14 1937
FOR FILING
18[illegible]

Cost Analysis to September 15th, 1937
Oregon Coast Highway, Arch Cape Tunnel Section
Contract 1815, Prefix 4-1009

Orino, Birkemeier & Saremal, Contractors
A. V. Benedict, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$4,671.30	90%		Lump Sum	$3,600.00
Trench Excavation	299.61	208 cu. yd.	1.44	2.00	416.00
Common "	12,152.55	26,600 cu. yd.	0.46	0.30	7,980.00
Solid Rock "	1,685.71	2,900 cu. yd.	0.58	1.00	2,900.00
Tunnel "	113,693.53	27,600 cu. yd.	4.13	3.50	96,600.00
Overhaul	2,996.00	74,900 yd. sta.	0.04	0.02	1,498.00
Truck Haul	1,728.00	7,200 yd. mi.	0.24	0.20	1,440.00
Treated Lbr. in Tunnel Lining	25,138.57	229 M-FBM	109.77	70.00	16,030.00
Cordwood Packing	4,782.52	225 Cord	21.25	3.00	675.00
Untreated Lbr. in Tunnel Lining	4,840.71	70 M-FBM	69.15	35.00	2,450.00
8" Perf. Concrete Pipe	46.71	75 lin. ft.	0.62	0.60	45.00
12" Corr. Iron Pipe Prot. Inv.	264.98	206 lin. ft.	1.29	1.50	309.00
18" " " " " "	183.91	92 lin. ft.	2.00	2.25	207.00
Rock Backfill in Drains	7.50	10 cu. yd.	0.75	1.00	10.00
Treated Trestle Piling	1,156.49	985 lin. ft.	1.17	1.00	985.00
Treated Lumber in Bridge	2,733.74	31 M-FBM	88.18	75.00	2,325.00
Class A Concrete	2,796.67	110 cu. yd.	25.42	23.00	2,530.00
" D "	3,288.79	126 cu. yd.	26.10	24.00	2,024.00
Metal Reinforcement	1,315.92	29,000 lbs.	0.045	0.055	1,595.00
Composite Hand Rail	1,185.42	342 lin. ft.	3.47	3.00	1,026.00
Tunnel Overbreak	5,600.00	2,800 cu. yd.	2.00	1.00	2,800.00
Tunnel Exc. Double Pay	516.44	88 cu. yd.	5.87	7.00	616.00

NOTED
State Highway Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Price Agreements:					
#1 24" C.I.P. Prot. Inv.	244.94	82 lin. ft.	2.98	3.50	287.00
#2 6" Dipper Perf. C.I.P.	640.62	533 lin. ft.	1.20	1.50	799.50
#3 Fall Danger Trees	22.42				24.00
#4 Splice Piling	511.90				511.90
#5 Lumber in Tunnel Lining Wolman Salts Treatment	8,465.60	74 M-FBM	114.40	70.00	5,180.00
#6 Port Orford Cedar Wedges	640.00	16,000 Each	0.04	0.03	480.00
Force Account Work:					
#1 Change & Protect Water Pipe Lines	287.40				287.40
#2 Raise South End of Bridge 0.3'	123.09				123.09
#3 Dug Exploratory Drifts	2,182.11				2,182.11
#4 Grout Behind Timber Lining	5,250.75				5,250.75
Total	$209,453.90				$164,186.75

Total Cost	$209,453.90
Gross Revenue	164,186.75
Net Loss	$45,267.15

Net Loss Equals 27.7% of Gross Revenue

Contract 1815

Detail of Cost

Labor:

Supervision	$4,454.37	
Labor	83,747.88	
State Industrial Accident Insurance	6,526.96	
Social Security & Unemployment Insurance	1,642.34	
Supervision (Saremal, 16 Mo. at $200.00)	3,200.00	$99,571.55

Materials:

Wolmanized Lbr. for Lining	74 M-FBM at 47.50	3,515.00	
Untreated Lbr. for Lining	70 M-FBM at 30.00	2,100.00	
Oil Treated Lbr. for Lining	229 M-FBM at 42.00	9,618.00	
Cordwood Packing	225 Cords at 6.00	1,350.00	
Treated Trestle Piling	985 lin. ft. at 0.56	551.60	
Treated Lumber in Bridge	21 M-FBM at 61.50	1,906.50	
Cement for Class A & D Concrete	435¼ bbls. at 2.71	1,179.54	
Cement for Grouting	673 3/4 bbls. at 2.71	1,825.86	
Mineral Agg. for Concrete	310 cu. yd. at 3.25	1,007.50	
Metal Reinforcement	29,000 lbs. at 0.031	899.00	
Spindles for Hand Rail		389.19	
Hardware for Bridge		118.20	
Hardware for Tunnel Timber		952.00	
8" Perf. Concrete Pipe	75 lin. ft. at 0.40	30.00	
6" Corr. Iron Pipe Perf.	533 lin. ft. at 0.46	245.18	
6" " " " Bands	51 each at 0.54	27.54	
12" C.I.P. Prot. Inv.	206 lin. ft. at 1.04	214.24	
12" C.I.P. Bands	8 each at 1.21	9.68	
18" C.I.P. Prot. Inv.	92 lin. ft. at 1.49	137.08	
18" C.I.P. Bands	5 each at 2.06	10.30	
24" C.I.P. Prot. Inv.	82 lin. ft. at 2.36	193.52	
24" C.I.P. Bands	3 each at 2.71	8.13	
Port Orford Cedar Wedges	16,000 each at 0.025	400.00	26,688.06

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental	31,518.00	
Gas, Oil & Grease	10,155.60	
Small Tools, Repairs & Misc. Supplies	7,432.15	
Drilling, Lighting, Ventilating & Misc. Tunnel Supplies	14,720.30	
Explosives	5,969.35	
Lumber for Temporary Construction	2,320.50	
Moving In	1,325.60	
Freight & Express	1,068.90	
Camp Expense	916.32	
Office and Misc. Expense	2,840.70	
Bond 1% of Gross Earned	1,641.87	
Home Office & General Overhead	3,285.00	83,194.29
Cost Grand Total		$209,453.90

Arch Cape Tunnel Section

REMARKS:

This contract was bid and awarded Feb. 6th, 1936. Work was started Feb. 25th, and up to Sept. 15th, 1937 was about 90% complete. The completion date was originally set as of December 31st, 1936, but due to slow progress and delays will not be completed until about December 15th, 1937.

1145 lin. ft. of tunnel has been excavated which leaves about 75 lin. ft. still to be excavated. At the present rate of about 12 lin. ft. per week, the excavation should be completed in six weeks. After the tunnel is excavated another six weeks will probably be required to complete grouting, realigning timbers, reinforcing timbers, cleaning up and finishing.

From the start of the job work has progressed very slowly due to the lack of experienced supervision, tunnel men and proper equipment. The supervision and equipment have been changed from time to time in an effort to increase efficiency, but even at this late date the crew is working in gas fumes due to lack of ventilating system which decreases efficiency.

This tunnel has been quite difficult to construct as it was necessary to timber 238 lin. ft. on the north end through earth and loose rock before solid rock was encountered that would stand without timbering. Then after digging through 582 lin. ft. of solid rock, loose rock and earth were again encountered which required the timbering of 358 lin. ft. on the south end of the tunnel. The earth and loose rock on the south end of the tunnel is very unstable, and the timbering is very difficult which slows up progress. Approximately 75 M-FBM of treated timber more than was originally anticipated will be required to timber the south end of the tunnel as it was necessary to start timbering about 150 lin. ft. back from the point originally planned due to unstable condition of the solid rock.

A grout consisting of about four parts screened beach sand and one part cement is pumped in behind the lagging to fill all voids and prevent movement of the loose material on the south end of the tunnel, from Station 506 to Station 503+42; this grouting work was started July 29th, and to September 15th, about 75% of the grouting had been completed between Stations 506+00 and 504+30, a distance of about 170 lin. ft., at a cost of about $5,250.00. There is about 90 lin. ft. more to be grouted in addition to finishing the ceiling on the 170 lin. ft. that is partially grouted. This work is being done on Force Account, and $15,000.00 has been set up which should be more than ample.

The pressure is causing some of the timbers and sills to fail in the south end of the tunnel, and reinforcing timbers are being placed where deemed advisable. It will probably require considerable reinforcing to carry the load during the rainy season, but the reinforcing can be installed without too much difficulty.

The job was bid too low, especially on timbering and has not been handled efficiently which has resulted in a large loss to the contractors. The loss will continue to increase until the job is completed.

E. H. Clymer
Cost Analyst

#1815

RECEIVED
OCT 14 1937
FOR FILING
18[illegible]-2

October 4, 1937

Astoria Lumber Company

Astoria, Oregon

Gentlemen:

Reply is made to your inquiry of the 1st instant regarding the contract of Orino, Birkemeier & Saremal for the construction of the Arch Cape Tunnel Section of the Oregon Coast Highway.

The contract to which you refer is known as State Highway Commission contract No. 1815. In connection with the same the contractor was required to furnish the state with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. This bond was written by the General Casualty Company of America and the Maryland Casualty Company for whom Brisbine & Mansfield are local agents with offices in the Lewis Building, Portland. This bond is liable for the payment of claims incurred against the project provided notice of the claim is filed with the Secretary of State prior to the expiration of a period of six months from the date of completion of the project and acceptance of the same by the State Highway Commission. The job as you no doubt are aware of has not yet been completed.

I am inclosing a copy of Chapter 280, Oregon Laws for 1931, relative to the filing of claims against contractors on public work.

Very truly yours,

Secretary

HEG:AM

McFarland

vendor card

PHONE 783

BOND AND TAYLOR STREETS

ASTORIA LUMBER COMPANY
INCORPORATED 1903
BUILDING MATERIALS, LUMBER, SHINGLES, LATH, MOULDINGS
HARDWARE, PAINT, PLYWOOD, SASH & DOORS

ASTORIA, OREGON

RECEIVED
OCT 4 - 1937
OREGON
STATE HIGHWAY COMMISSION

Oct. 1, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We would like information about the Contract of Orino Birkmeier and Saremal on the Arch Cape Tunnel.

If these contractors do not pay for the lumber, are they under bonds so the Bonding House will have to pay for the material, and how long does a person have to file an application for same, after the job is completed?

Please do not let anyone know of this inquiry, as we desire this for our own private information.

An answer by return mail will be appreciated.

Yours very truly,

Fritz Johanson

Fritz Johanson
#12 Commercial St.
Astoria, Oregon

FJ

ANSWERED
H. B. G.

FORM 5-A-1 5M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 7 1937
FOR FILING

[illegible]

October 2nd, 1937

Orino, Birkemeier & Saremal
Bonneville, Oregon

NOTED
State Highway Engineer

Gentlemen:

I am answering your letter of September 21st, addressed to Mr. Baldock as he will not be home for a few days.

I beg to advise that on September 16th, Mr. Baldock sent you the attached letter which was for the purpose of giving you the clearance required by the State Industrial Accident Commission.

Needless to say we do not agree with the conclusions of your engineers that it is impractical to drive the tunnel to completion and have so informed you several times, but I am very willing to discuss ways and means of prosecuting the work with you at any time, and I will endeavor to be down on Wednesday or Thursday. I have an engagement for the first part of the week, but believe that I will have completed my appointment in time to be there by Wednesday.

In the meantime I wish to assure you that our engineers and inspectors are keeping very close track of conditions, and I see no reason to anticipate any sudden movement.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓
Orino, Birkemeier & Saremal
Tolovana Park, Oregon

1M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
OCT 29 1937
FOR FILING

September 25, 1937

IN REPLY PLEASE REFER TO FILE NO.
4-1009

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith.

Dear Sir:

I have the following note from Mr. Benedict:

> The inspectors tell me Geo. McClean's transit party was back in the tunnel for a short time today. They checked up on a line of tacks they have set in the south portal timbers, and ran up to the crack over the south end. I didn't happen in the tunnel while they were there.
>
> I understand that they got a man from the contractor to help them. Costanzo told Ray Cox that he was on the point of refusing but remembered that Birkemeier had said they were from the bonding company, and to give them what help they needed.

Since this investigation work is being done by the bonding company for the contractor, I can not see that we should object though it might be information that he is collecting for use in a proposed suit.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 7 1937
FOR FILING
18

September 20, 1937

Orino, Birkemeir & Saremal Co.,
Bonneville, Oregon.

NOTED
State Highway Engineer

Gentlemen:

In connection with the force account work covered by Extra Work Order No. 4 on the Arch Cape Tunnel, there was a verbal understanding between Mr. Saremal, the resident engineer and our cost analyst, Mr. Clymer, as to the rental charges on your equipment being used in this work. These agreed rentals were as follows:

Compressor use, including air drill, chipping hammer, water tank, water line, air line, air hose and jack hammers, at $3.50 per hour, including gas and oil.

Light trucks at $95.00 per month.

Light plant for proportionate use in this work, $40.00 per month.

Grouting machine, including repairs, accessories, etc., $250.00 per month.

We have just received a statement signed by Mr. Saremal setting forth the schedule of rentals somewhat at variance with the above-mentioned agreement. As respects the rental on the compressor with the accessories above-mentioned, our investigation reveals that the total value of all this equipment would not exceed $6,500.00. On the basis of 10 per cent of value per month rental, this would come to $650.00 a month. Plus gas, oil and repairs, it might be increased to $850.00 a month. On the present schedule of use, the $3.50 per hour rate for 16 hours a day would total something like $1,400.00 to $1,500.00 per month. I consider this an exceedingly high rental, but in view of the fact that it was verbally agreed to by Mr. Saremal and our representatives, it will be approved by this office.

As respects the light trucks being used on this work, the rental of $1.00 an hour for actual running use would be satisfactory, but a $1.00 an hour for the total time of grouting operation under the circumstances would be out of line. Since these trucks are standing idle for perhaps 80 or 90 per cent of the time, the allowance of $95.00 a month covering rental, repairs, gas and oil is a very high allowance, but will be approved as it was also verbally agreed to with Mr. Saremal.

The items for light plant and grouting machine are in accordance with the verbal agreement. The rental for the 75-caterpillar at $6.00 an hour is satisfactory and approved. This, of course, includes gas, oil and operator. The other item listed is the Jumbo, which is used but very little in the grouting work. However, we will approve the rental of $50.00 requested. All these rental items, of course, will be increased 5 per cent as provided in our contract specifications as the contractor's percentage.

Force account bills covering this work will be approved and passed in accordance with the above schedule.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock ✓
H. G. Smith
A. V. Benedict

RECEIVED
SEP 20 1937
FOR FILING
190-

September 18th, 1937

Mr. William Cutts
Safety Director
Oregon State Industrial Accident Commission
Building

Dear Sir:

Your telegram addressed to Orino, Birkemeier & Saremal, tunnel contractors, Cannon Beach, Oregon, has been forwarded to us for attention.

Please be advised that the permanent timbering being used by these contractors has been designed by the Oregon State Highway Commission, and their workmanship is under constant supervision by the Resident Engineer and qualified tunnel inspectors. There is, of course, a certain amount of temporary timber in the various headings which must be placed by the contractor to hold the roof before the permanent sets can be placed; and therefore, a certain amount of the work is dependent upon the contractors' procedure, but standard practice in tunnel driving through loose ground is being followed, and I believe the contractors have taken all reasonable precautions.

In the future when you have any complaint to make concerning the construction standards of the Oregon State Highway Commission, I would appreciate your advising me instead of the contractor.

Very truly yours,

State Highway Engineer

RECEIVED
SEP 20 1937
FOR FILING
18-C

September 18th, 1937

Orino, Birkemeier & Saremal
Tolovana Park, Oregon

Dear Sirs:

This is to advise that I have notified William Cutts, Safety Director of the State Industrial Accident Commission, that the permanent timbering of the Arch Cape Tunnel is being installed under the direction of the State Highway Commission and that the engineers and tunnel inspectors are in close contact with the work in the headings and are convinced that standard tunnel practice is being followed.

You are authorized to continue the work under the direction of the Resident Engineer.

Very truly yours,

State Highway Engineer

FORM 5-A-1 5M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
~~XXXXX~~

RECEIVED
OCT 7 1937
FOR FILING

NOTED

Cannon Beach
Sept. 14, 1937

State Highway [illegible]

IN REPLY PLEASE
REFER TO FILE NO.
4-1009

RECEIVED
SEP 18 1937
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Orino, Birkemeier & Saremal Co.,
[illegible]
Tolovana Park, Oregon.

Mr. Angelo Costanzo,

Dear Sir:

On Sept 8th I called your attention to complaints that this job was allowing quantities of waste oil to escape into the creek and ocean. Bathers got well smeared over the Labor Day holiday.

You assured me at the time that you would put in a sump or trap immediately to take waste oil out of your drainage water. To date, nothing has been done about the matter.

Yesterday, when walking up to the tunnel, I noticed a solid film of black oil running out on top of the drainage water as though someone had just dumped a batch of crankcase oil. I also went out on the beach and find that it is still littered with oil for a long distance either side of the tunnel job.

I understand that dumping oil into the creek of ocean is specifically against both State and Federal laws, and heavy penalties provided under both. Strict compliance with all State or Federal laws in any way affecting the work is required under your contract. Please see that all waste oil is gathered up immediately.

Very truly,

A.V. Benedict

A.V.Benedict
Resident Engineer.

cc. Mr. R.H.Baldock
Mr. H.G.Smith
Mr. F.D.Eason.

#1815

RECEIVED
SEP 13 1937
FOR FILING

September 13, 1937

Mr. C. L. Swain, Supervisor,
Maryland Casualty Company,
291 Sansome Street,
San Francisco, California.

Dear Sir:

Reference [illegible] your letter of September 8th concerning the Orino, Birkemeier & Saramel, Contract No. 1815 - Arch Cape Tunnel.

You are advised that to August 15th the contractors had earned $152,023.51; the retained percentage is $12,517.80, and the total amount paid to date is $139,505.51. This contract is approximately 96% complete. The estimated completion date is November 15, 1937.

The figures on the September 10th estimate will not be available for several days so we have furnished you with the most recent figures on this contract.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

MARYLAND CASUALTY COMPANY
SILLIMAN EVANS, CHAIRMAN OF THE BOARD
EDWARD J. BOND, JR., PRESIDENT

SAN FRANCISCO CLAIM DIVISION
210 SANSOME STREET, SAN FRANCISCO, CALIF.

GEORGE W. ECREMENT, JR., MANAGER
DONALD SEIBERT, ATTORNEY

HO-114-37-Cont.
37-33-Bond
Orino, Birkemeier & Saremal
State of Oregon

September 8, 1937

RECEIVED
SEP 10 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R.H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

We would appreciate it if you would let us have a copy of the last estimate covering the contract of Orino, Birkemeier and Saremal, Clatsop County, Oregon Coast Highway Arch Cape Tunnel job, Prefix #4-1009. The last estimate we had was estimate #16 covering a period from May 15 to June 15, 1937. If the estimate which will be due September 15 will be ready within a few days, we would prefer to have that, or if the job has been completed, we would like to have the final estimate.

Thanking you, we are

Very truly yours,

C. L. Swain, Supervisor

CLS:LG

#1815

Aug 15 - Est. #18

E-$ 152,023.31
R-$ 12,517.80
N-$139,505.51

Resident Engineer.

FORM 5-A-1 5M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

RECEIVED
AUG 14 1937
FOR FILING

RECEIVED
AUG 6 - 1937
DIVI

Cannon Beach
Aug. 4, 1937

IN REPLY PLEASE
REFER TO FILE NO.

4-1009

Orino, Birkemeier & Saremal Co.,

Bonneville, Oregon.

Gentlemen;

Thruout the past two weeks, Mr. Curley and myself have repeatedly cautioned your superintendent against mucking so chose to the face as to endanger any of his shoring by sliding of the bench. He has repeatedly assured us that he would keep well back. Yesterday, his attention was called several times to the increasing load on the back steel ring, and the advisability of shoring under it as a safety measure to support the ground. Last evening, he put the shovel in and excavated the bench well beyond the last of the permanent timbers and somewhat beyond the back steel ring, leaving no chance to shore it up.

I came out last night at 8 PM. and Mr. Curley a few minutes later. We found the condition referred to above and, in addition, a crew of men drilling high rock in the bottom, with instructions to shoot it. I instructed your shift foreman to take these drillers off, and not to do any shooting at all until the heading could be caught up and put in a safe condition. We instructed him to put his full crew on permanent timbering to relieve the back steel ring which was in imminent danger of failure. The steel ring continued to settle all night. This morning, before it was relieved, the cap segment showed a vertical deflection of 1 inch in the span of 8 ft. 5 + inches. The adjoining segment West was deflected laterally 1 1/16 inches in the same span. The whole ring was badly twisted, and the web plates buckling at the wedges.

This morning when your superintendent came out, there was some talk of removing the timbers placed during the night and continuing the drive. I told him in the presence of your Mr. Birkemeier and Mr. Saremal to get his crew on the timbers immediately and get them securely blocked down before proceeding with anything else.

Your attention is directed to the fact that your present supervisory setup is being tolerated only during good behavior. Mr. Baldock has already called your attention to the necessity of competent supervision. Any further lapse in cautious and orderly proceedure will result in immediate tieup of your job until competent supervision is secured, or other recourse is taken by the State Highway Commission as provided under Section 5 of your contract.

NOTED

Very truly,

A V Benedict

A.V.Benedict
Resident Engineer.

cc; O.B.&.S. Co. Tolovana Park
Mr. R.H.Baldock, Salem
Mr. H.G.Smith "
Mr. F.D.Eason "

RECEIVED
AUG 4 1937
FOR FILING
180-E

August 3, 1937

Orino, Birkemeier & Saremal
General Contractors
Tolovana Park, Oregon

Attention Mr. Orino

Gentlemen:

In regard to your letter of July 21, asking for a 48-hour week on the Arch Cape Tunnel, we have done everything possible to secure this increase in hours and have taken it up several times with the Bureau of Public Roads and with Mr. Lintner, State Director of the National Reemployment Service, but we have been unable to get Mr. Lintner's consent to the change.

Very truly yours,

State Highway Engineer

RHB:HI

cc H. G. Smith

RECEIVED

Mr. Smith

By State Highway Engineer

We must answer this letter of Orino's. If the Bureau will will not permit, tell him so.

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

STATE HIGHWAY COMMISSION

SALEM

July 28th, 1937

IN REPLY PLEASE REFER TO FILE NO.

eer

RECEIVED
AUG 1937

the attached request from Sam Orino for permission Cape Tunnel Project on a 48-hr. per week basis in- basis as provided in the contract, I called Tom connection with this request last Friday morning, and he advised me that he did not think this procedure could be permitted but that he was going to see Mr. Lintner that morning and take the matter up with him.

On Monday morning I again called Mr. Davis, and he informed me that Mr. Lintner was not in favor of changing the job to 48 hours per week and that he had not talked to Mr. Lynch as yet, but he thought the Bureau could not concede to 48 hours per week.

I think it very necessary that these hours be increased in order to expedite the work and maintain an experienced crew as the nature of the work at this time is of a character which requires considerable tunneling experience of the workmen. I feel that I can do nothing further in this matter, so am referring the same to you

Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Labor Regulations Engineer

RW:AR

cc to: H. G. Smith

1937

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

July 26th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

RECEIVED
AUG 2 1937

Dear Sir:

Regarding the attached request from Sam Orino for permission to operate the Arch Cape Tunnel Project on a 48-hr. per week basis instead of the 40-hr. basis as provided in the contract, I called Tom Davis in connection with this request last Friday morning, and he advised me that he did not think this procedure could be permitted but that he was going to see Mr. Lintner that morning and take the matter up with him.

On Monday morning I again called Mr. Davis, and he informed me that Mr. Lintner was not in favor of changing the job to 48 hours per week and that he had not talked to Mr. Lynch as yet, but he thought the Bureau could not concede to 48 hours per week.

I think it very necessary that these hours be increased in order to expedite the work and maintain an experienced crew as the nature of the work at this time is of a character which requires considerable tunneling experience of the workmen. I feel that I can do nothing further in this matter, so am referring the same to you

Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Labor Regulations Engineer

RW:AR

cc to: H. G. Smith

1937

XXXXX
Cannon Beach
July 21, 1937

4-1009
Contr. 1815

RECEIVED
JUL 23 1937
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Mr. V.D.Eason,

Division Engineer,

Salem, Oregon.

Dear Sir:

I have the attached letter from the contractors asking for an increase in the working hours per week.

There is no question but that an increase in the allowable working hours per week would expedite the tunnel work considerably. Experienced men for this class of work are not too plentiful, and a system of relief men changing into the crews thru the week tends to disorganize any teamwork anyway. There is a very definite limit to the number of men that can be worked against the heading at any one time.

An increase in allowable working hours per week would permit six full days work per week with three shifts of probably 7 1/2 hours each.

Very truly,

A.V.Benedict

A.V.Benedict.

VE

Referred to Webber

MISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Cannon Beach
July 21, 1937

IN REPLY PLEASE REFER TO FILE NO.
4-1009
Contr. 1815

RECEIVED
JUL 23 1937
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Mr. F.D.Eason,

Division Engineer,

Salem, Oregon.

Dear Sir:

I have the attached letter from the contractors asking for an increase in the working hours per week.

There is no question but that an increase in the allowable working hours per week would expedite the tunnel work considerably. Experienced men for this class of work are not too plentiful, and a system of relief men changing into the crews thru the week tends to disorganize any teamwork anyway. There is a very definite limit to the number of men that can be worked against the heading at any one time.

An increase in allowable working hours per week would permit six full days work per week with three shifts of probably 7 1/2 hours each.

Very truly,
A.V.Benedict
A.V.Benedict.

Referred to [illegible]

OBS CO.

ORINO, BIRKEMEIER & SAREMAL CO.

SAM ORINO
DAN BIRKEMEIER
WM. SAREMAL

GENERAL CONTRACTORS

~~[illegible]~~, OREGON
Tolovana Park,

G. L. OMAN
AUDITOR

RECEIVED
JUL 23 1937
DIVIS

July 21,1937

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:-

Since your recent examination of the Arch Cape Tunnel project here, wish to inform that we are now ready to commence driving the tunnel to completion at its earliest possible date.

Wish to inform that we are hard pressed and find it almost impossible to secure the services of competent tunnel laborers and miners, and would appreciate the favor if your would grant us the permission to work our men for forty eight (48) hours per week.

This grant will make it possible to keep our presnet organization in tact, which will speed the completion of the project without and further delay.

Trusting that you will see fit to grant us this request, we are

Yours very truly,

Orino - Birkemeier & Saremal Co.,

By Sam Orino

1937

1M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
AUG 3 1937
FOR FILING

July 31, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Jack Doyle,
Imperial Hotel,
Portland, Oregon.

Dear Sir:

I am returning herewith your claim against the State for 5 days work as tunnel expert in connection with the Arch Cape Tunnel. I have no knowledge for any authority for the payment of your claim other than the 9th, 12th, and 13th of July, covering the two trips to Arch Cape Tunnel and the trip that you and Mr. Curley came down to Salem to discuss the matter with Mr. Baldock. I can put this through and approve it immediately, but if you have some agreement or arrangements covering the other two days which you mention, please advise and give the dates so that they can be listed in the claim.

Yours very truly,

F. D. EASON
Division Engineer

FDE:MB
Enc.
cc Mr. R. H. Baldock ✓
Mr. H. G. Smith

NOTED

#1815

RECEIVED
JUL 27 1937
FOR FILING
180-E

July 26, 1937

MARYLAND CASUALTY COMPANY
206 Sansome Street
San Francisco, California

Attention Earl C. Berger, Adjuster

Gentlemen:

Receipt is acknowledged of a copy of your letter of July 25, which was addressed to Hon. Earl Snell, Secretary of State, with reference to certain claims against the Orino, Birkemeier & Saremal contract, No. 1815, Arch Cape Tunnel Section.

You are advised that the claim of the Charles R. McCormick Lumber Company, in the amount of $15,899.84, was forwarded to this office from the Secretary of State's office on September 12, 1936. The claim of the Willamette Hauling Company, in the amount of $122.50, was forwarded to this office from the Secretary of State's office on January 29, 1937. We have no record of any further claims against this project, nor any record of these claims having been satisfied.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MEL

RECEI

RECEIVED
JUL 26 1937

HC-39985
37-33-Bond
Orino, Birkemeier & Saremal
State of Oregon

July 23, 1937.

Hon. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

With reference to State Highway Contract No. 1818, Arch Cape Tunnel Section of the Oregon Coast Highway in Clatsop County, we have been advised that heretofore and on or about January 27, 1937, the Willamette Hauling Company of Portland, Oregon, filed claim with you against this project, but that since then same has been fully satisfied. May we not have your confirmation as to the satisfaction?

With appreciation, we are

Yours very truly,
Geo. W. Ecrement, Jr., Mgr.
per Earl C Berger
Earl C. Berger, Adjuster
Maryland Casualty Company
206 Sansome Street
San Francisco, California

ECB/k

P. S. - Same as to the Charles R. McCormick Lumber Company in the sum of $13,699.84.

cc: H. B. Glaisyer, Secretary ✓
State Highway Commission
Salem, Oregon

REFERRED TO
BY SECRETARY

How about it?
Prepare reply

RECEIVED
AUG 19 1937
FOR FILING
180-8

July 15, 1937

Orino, Birkemeier & Saremal,
Box 752,
Bonneville, Oregon.

Gentlemen:

Inspection of the project covered by your contract with the State of Oregon, which is state highway contract No. 1815 for the driving of a tunnel at the south end of Arch Cape in Clatsop County, discloses that you are not carrying on the work with proper dispatch nor are you conducting the work in such manner as to insure the results which your contract requires and contemplates.

Among other complaints which an examination discloses are these: You do not have on the job a competent tunnel superintendent. You have driven sill drifts for approximately two hundred feet and the temporary character of your timbering is unsatisfactory and has produced a condition which makes it imperative that the work be prosecuted to completion without further delay. Physical conditions in the tunnel demand that the tunnel lining required by the contract be accomplished with all possible dispatch, and you are hereby notified that proper and workmanlike consideration and attention must be given to the job to the end that the work may be accomplished as required by the specifications and requirements of the contract and without damage to the project.

Your attention is called also to the fact that the time within which to complete the job, taking into consideration the extension applied for and allowed, has expired, and your recent application for a further extension of time will be considered in the light of your conduct with respect to the job and the matters pointed out in this letter.

Your contract contains a provision under the topic "Annulment of Contract" to the effect that, if the contractor is guilty of a substantial violation of any provision of the contract or persistently disregards instructions of the Engineer, the Commission, upon the certificate of the engineer that sufficient cause exists to justify such action, may, without prejudice to any other right or remedy and after giving the contractor seven days' written notice, terminate the employment of the contractor and take possession of the premises and all the materials, tools and appliances thereon and finish the work by whatever method it may deem expedient.

The contract further provides that in such case the contractor will not be entitled to receive any further payment until the work is finished. Upon completion of the job, if the cost of completing it exceeds the contract price, the contractor and/or his surety shall be called upon by the State to make good the difference.

Please treat this letter as the notice which the Commission is authorised and permitted to give under the contract, and conduct yourselves accordingly. Unless either you or your surety evidence good faith and competency in the handling of this job within a period of seven days from the date of this letter, the Highway Commission will proceed to take over the job and complete the work under provisions stated on page 13 of the contract.

A copy of this letter is being mailed to the General Casualty Company of America and the Maryland Casualty Company, which companies are surety on your bond.

Yours very truly,

State Highway Engineer

RHB:PW

cc Maryland Casualty Company
Yeon Building,
Portland, Oregon.

General Casualty Company of America,
Board of Trade Building,
Portland, Oregon.

cc H. G. Smith
J. M. Devers

RECEIVED
AUG 19 1937
FOR FILING
180-E

July 14, 1937

Orino, Birkemeier & Saremal
Box 752
Bonneville, Oregon

Attention Mr. Orino

Gentlemen:

On Wednesday, June 30, Mr. Saremal came to this office and stated that your company did not wish to proceed with the driving of the tunnel at the south end of Arch Cape because of alleged unsafe ground, and requested permission to open-cut the south end of the tunnel for a distance of 150 to 200 feet.

I made an inspection of the project on July 1 and left instructions for certain small drift tunnels, sight lines and other features to determine whether there was any general movement of the ground or not. Yesterday, July 13, the cross tunnels being approximately completed, I returned and made a thorough inspection of the main tunnel and adjacent ground.

I am convinced that the tunnel can be driven to completion, if properly handled by a superintendent familiar with this type of tunnel construction, and hereby request that you immediately proceed with driving and timbering the tunnel in accordance with the plans and specifications for this work under the supervision of the engineer in charge.

You have opened up sill drifts for approximately 200 feet and the temporary character of your timbering in these sill drifts makes necessary the request that you prosecute the work with promptness and speed.

Very truly yours,

State Highway Engineer

RHB:MI
cc Orino, Birkemeier & Saremal, Cannon Beach
Brisbine & Mansfield, 237 S. W. Oak St., Portland
H. G. Smith
F. D. Mason
A. V. Benedict

RECEIVED
JUL 28 1937
FOR FILING

180-E

REFERRED TO
Mr Baldock
By Asst. State Highway Engineer

July 14th, 1937

, 1937
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NOTED
State Highway Engineer

				Unit Cost	Unit Bid	Gross Revenue
						$ 3,600.00
			yd.	1.60	2.00	416.00
Common	[illegible]	[illegible]	yd.	0.46	0.30	7,980.00
Solid Rock "	1,663.00	2,900	cu. yd.	0.57	1.00	2,900.00
Tunnel "	108,985.25	25,100	yd. sta.	4.34	3.50	87,850.00
Overhaul	2,996.00	74,900	yd. sta.	0.04	0.02	1,498.00
Truck Haul	1,200.00	6,000	yd. mi.	0.20	0.20	1,200.00
Treated Lbr. in Tunnel Lining	20,745.66	198	M-FBM	104.67	70.00	13,860.00
Cordwood Packing	3,306.00	190	Cords	17.40	3.00	570.00
Untreated Lbr. in Tunnel Lining	2,043.45	35	M-FBM	58.38	35.00	1,225.00
8" Perf. Concrete Pipe	45.00	75	Lin. Ft.	0.60	0.60	45.00
12" Corr. Iron Pipe	257.50	206	Lin. Ft.	1.25	1.50	309.00
18" " " "	176.64	92	Lin. Ft.	1.82	2.25	207.00
Rock Backfill in Drains	7.50	10	Cu. Yd.	0.75	1.00	10.00
Treated Trestle Piling	1,361.58	985	Lin. Ft.	1.38	1.00	985.00
Treated Lbr. in Bridge	2,098.64	22	M-FBM	95.40	75.00	1,650.00
Class "A" Concrete	2,476.80	86	Cu. Yd.	28.80	23.00	1,978.00
Class "D" Concrete	2,399.25	88	Cu. Yd.	27.26	24.00	2,112.00
Metal Reinforcement	1,166.00	22,000	Lbs.	0.053	0.055	1,210.00
PA #1 24" Corr. Iron Pipe	287.00	82	Lin. Ft.	3.50	3.50	287.00
Tunnel Overbreak	2,500.00	2,500	cu. yd.	1.00	1.00	2,500.00
PA #2 6" Perf. C.I.P.	799.50	533	Lin. Ft.	1.50	1.50	799.50

R.H. Baldock

July 14th, 1937

Cost Analysis to July 1st, 1937
Oregon Coast Highway, Arch Cape Tunnel Section
Contract 1815, Prefix 4-1009

NOTED
State Highway Engineer

Orino, Birkemeier & Saremal, Contractors
A. V. Benedict, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$4,733.33	90%			$ 3,600.00
Trench Excavation	331.85	208 cu. yd.	1.60	2.00	416.00
Common "	12,290.64	26,600 cu. yd.	0.46	0.30	7,980.00
Solid Rock "	1,663.00	2,900 cu. yd.	0.57	1.00	2,900.00
Tunnel "	108,985.25	25,100 yd. sta.	4.34	3.50	87,850.00
Overhaul	2,996.00	74,900 yd. sta.	0.04	0.02	1,498.00
Truck Haul	1,200.00	6,000 yd. mi.	0.20	0.20	1,200.00
Treated Lbr. in Tunnel Lining	20,745.66	198 M-FBM	104.67	70.00	13,860.00
Cordwood Packing	3,306.00	190 Cords	17.40	3.00	570.00
Untreated Lbr. in Tunnel Lining	2,043.45	35 M-FBM	58.38	35.00	1,225.00
8" Perf. Concrete Pipe	45.00	75 Lin. Ft.	0.60	0.60	45.00
12" Corr. Iron Pipe	257.50	206 Lin. Ft.	1.25	1.50	309.00
18" " " "	176.64	92 Lin. Ft.	1.82	2.25	207.00
Rock Backfill in Drains	7.50	10 Cu. Yd.	0.75	1.00	10.00
Treated Trestle Piling	1,361.58	985 Lin. Ft.	1.38	1.00	985.00
Treated Lbr. in Bridge	2,098.64	22 M-FBM	95.40	75.00	1,650.00
Class "A" Concrete	2,476.80	86 Cu. Yd.	28.80	23.00	1,978.00
Class "D" Concrete	2,399.25	88 Cu. Yd.	27.26	24.00	2,112.00
Metal Reinforcement	1,166.00	22,000 Lbs.	0.053	0.055	1,210.00
PA #1 24" Corr. Iron Pipe	287.00	82 Lin. Ft.	3.50	3.50	287.00
Tunnel Overbreak	2,500.00	2,500 cu. yd.	1.00	1.00	2,500.00
PA #2 6" Perf. C.I.P.	799.50	533 Lin. Ft.	1.50	1.50	799.50

	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
PA #2 Fall Danger Trees	24.00				24.00
PA #4 Splice Piling	511.90				511.90
PA #5 Wolmanized Lbr. in Tunnel Lining	3,966.12	36 M-FBM	110.17	70.00	2,520.00
PA #6 Port Orford Cedar Wedges	120.00	4,000 Each	0.03	0.03	120.00
Force Order #1	8.90				8.90
	$176,501.51				$136,376.30

Total Cost	$176,501.51
Gross Revenue	136,376.30
Net Loss	$40,125.21

Net Loss Equals 29% of Gross Revenue

DETAIL OF COST

Labor:				
Supervision			$5,460.50	
Labor			69,083.55	
State Industrial Accident Insurance			5,872.05	
Social Security & Unemployment			1,226.59	
Supervision (Saremal, 14 mos. at $200.00)			2,800.00	
				$84,442.69
Materials:				
Wolmanized Treated Lbr. in Lining	36	M-FBM at 47.50	1,710.00	
Untreated Lumber for Lining	35	M-FBM at 30.00	1,050.00	
Oil Treated Lbr. for Lining	198	M-FBM at 42.00	8,316.00	
Cordwood Packing	190	Cords at 6.00	1,140.00	
Treated Trestle Piling	1,103	Lin. Ft. at 0.56	617.68	
Treated Lumber in Bridge	22	M-FBM at 61.50	1,353.00	
Cement	268	Bbls.	860.28	
Metal Reinforcement	22,000	Lbs. at 0.031	682.00	
Mineral Aggregate	226	Cu. Yd. at 3.25	734.50	
12" Corr. Iron Pipe	206	Lin. Ft. at 0.95	195.70	
12" " " " Bands	8	Each at 1.06	8.48	
18" " " "	92	Lin. Ft. at 1.36	125.12	
18" " " " "	5	Each at 1.32	6.60	
24" " " "	82	Lin. Ft. at 2.12	173.84	
24" " " " "	3	Each at 1.65	4.95	
6" Perf. Corr. Iron Pipe	533	Lin. Ft. at 0.46	245.18	
6" " " " " Bands	51	Each at 0.54	27.54	
Port Orford Cedar Wedges	4,000	Each at 0.025	100.00	
8" Perf. Concrete Pipe	75	Lin. Ft. at 0.40	30.00	
				$17,380.87
Equipment Rental, Supplies & Miscellaneous:				
Equipment Rental			27,680.05	
Gas, Oil & Grease			9,171.36	
Small Tools, Supplies & Misc.			6,703.11	
Explosives			5,934.21	
Small Tools, Supplies for Tunnel Exc.			14,631.88	
Lumber			2,015.66	
Moving			1,267.94	
Freight & Express			999.00	
Camp Expense			916.32	
Misc. Overhead Expense			2,630.90	
Bond 1% of Gross Earned			1,363.76	
Home Office 1% of Gross Earned			1,363.76	
				$74,677.95
				$176,501.51

Arch Cape Tunnel Section

REMARKS:

This contract was started Feb. 25th, 1936, and up to July 1st, 1937, was about 82% complete.

The timbering of the tunnel proved to be an expensive item for the contractor. The portal set on the north end was started June 1st, 1936, and due to inexperienced men and poor superintendence progress developed very slowly. On the south end, dut to an unanticipated bad condition of the rock formation, it was deemed advisable to start timbering a distance of about 150 feet back from the point originally planned. While waiting for the delivery of this extra material the contractor confined his work to driving the top heading through for natural ventillation. Timbering was started again on March 26th, and up to July 1st, about 75 lineal feet of timbered tunnel had been completed during the interval, leaving about 170 feet yet to finish. Since the sill drifts have been holed through, the remainder of the timbering should progress at a fair rate of progress if the work is competently prosecuted. The contractor's bid on lumber was too low, especially that of cordwood, which was bid about ½ of the cost of the material delivered on the job. With such an unusually low bid on this item, it was only natural that the contractor take extra precaution that no large overbreak is made. Too much precaution, however, results in lots of hand picking and extra blasting is usually required to make room for the timbers.

The cost of holing through the top heading and the two sill drifts has been charged to that of tunnel excavation and has resulted in an abnormally high unit cost. The remaining portion of the tunnel excavation will, in all probability, be dug by the shovel without shooting and will tend to lower the unit cost as the job continues.

The job shows a large loss at present, and by the time it is completed the loss should increase as the timbering in the loose ground on the south end is very costly. The remaining tunnel excavation should be excavated at a profit, as the shovel will be able to dig the material without shooting. The work should be rushed in order that completion of the timbering be assurred before the fall rains commence. Wet weather would tend to make the ground hard to hold and result in extra cost in holding the timbers in line.

F. H. Clymer
Cost Analyst

FORM 9-A-1 5M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. VON VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 29 1937
FOR FILING
180-E

June 28th, 1937

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

Will you kindly concur in an extension of time to Orino, Birkemeier & Saremal on their Contract 1615, F.A.P. 180-E, covering the Arch Cape Tunnel, to October 1st, 1937.

On account of the dangers inherent in tunnel construction through talus material, I think the slowness of the contractors has tended to promote safety and recommend the additional time without penalty in order that they do nothing which will unduly hurry the project. They now have both side drift holes finished and should be able to proceed in a routine manner.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

#1815 ~~on card~~

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

IN REPLY PLEASE REFER TO FILE NO.

R[illegible]D
[illegible] 1938
FOR FILING

June 22, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir: Attention: H. G. Smith, Construction Engineer

Herewith a request from Orino, Birkemeier & Saremal Company for an extension of time on their contract No. 1815, covering the Arch Cape Tunnel construction, to October 1st, 1937. Consent of Surety is also attached.

Due to the extremely dangerous condition near the south portal, the work is going very slowly and to conduct the work with due regard to the safety of the workmen and also the safe construction of the tunnel itself, the additional time requested will be necessary to complete the job. It is recommended that the extension be granted without penalty.

Yours very truly,

F D Eason

F. D. EASON
Division Engineer

FDE:MN
Enc.
cc Mr. R. H. Baldock

FEDERAL AID PROJECT NO. 180-E

X

Original date of completion was Feb. 28, 1937 - was extended to July 1, 1937 - without penalty -

This extension will make the completion date October 1, 1937 -

File: New application submitted:

RECEIVED
JUN 22 1937
OFFICE OF
CONSTRUCTION E[illegible]

ORINO, BIRKEMEIER & SAREMAL CO.

SAM ORINO
DAN BIRKEMEIER
WM. SAREMAL

GENERAL CONTRACTORS
BONNEVILLE, OREGON

G. L. OMAN
AUDITOR

ARCH CAPE

June 17th, 1937.

Mr. A. V. Benedict,
Resident Engineer,
Proj. F.A. 180-E.

Dear Sir:

Although we have been working all men practical, we find that it is impossible for us to finish the job on specified time, that is, by July 1st, 1937, because of unstable material encountered, requiring unforeseen amount of hand labor.

Will you kindly take this matter up with the proper authorities, and beg them to grant us an additional ninety days, without penalty, for completion of our contract.

We remain

Yours very truly,

ORINO, BIRKEMEIER & SAREMAL,

By Wm Saremal

RECEIVED
JUN 22 1937

ASSOCIATE MEMBER

GROUND FLOOR LEWIS BLDG., 337 S. W. OAK ST.
PORTLAND, OREGON
ATWATER 2666

RECEIVED
JUN 21 1937
OREGON
STATE HIGHWAY COMMISSION

June 19, 1937

RECEIVED
JUN 22 1937
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Contract 1815 - Orino, Birkemeier & Saremal, Contractor - Contract for construction of Arch Cape Tunnel Section of Oregon Coast Highway, Clatsop County, Oregon.

We as surety hereby consent to an extension of time for the completion of the contract above captioned to October 1, 1937. It is understood and agreed that this extension of time in no way changes or invalidates the terms, conditions and provisions of the bond covering said contract.

Yours very truly

GENERAL CASUALTY COMPANY OF AMERICA

By Chas A. Mansfield
Chas. A. Mansfield, Atty-in-fact

MARYLAND CASUALTY COMPANY

By Chas A. Mansfield
Chas. A. Mansfield, Atty-in-fact

B

RECEIVED
JUN 22 1937

1M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

June 22, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir: Attention: H. G. Smith, Construction Engineer

Herewith a request from Orino, Birkemeier & Saremal Company for an extension of time on their contract No. 1815, covering the Arch Cape Tunnel construction, to October 1st, 1937, Consent of Surety is also attached.

Due to the extremely dangerous condition near the south portal, the work is going very slowly and to conduct the work with due regard to the safety of the workmen and also the safe construction of the tunnel itself, the additional time requested will be necessary to complete the job. It is recommended that the extension be granted without penalty.

Yours very truly,

F. D. EASON
Division Engineer

FDE:MN
Enc.
cc Mr. R. H. Baldock

NOTED
O. B. McCullough

FORM 5-A-1 1935 15-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
APR.1 1937
FOR FILING
180-E

April 15th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. A. V. Benedict
Resident Engineer
State Highway Dept.
Cannon Beach, Oregon

NOTED
State Highway Engineer

Dear Sir:

We have in our files a picture, but not the negative, taken by you during the construction of the Arch Cape Tunnel, showing a slip plane at Station 514+40. Your notation on the front of this picture indicates Contract #1815 and Picture 5-5. Also on the back #17 appears.

Will you please arrange to send us a couple prints of this picture or the negative if possible.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Ray Webber
R

cc to: R. H. Baldock ✓
F. D. Eason

RECEIVED
AUG 21 1937
FOR FILING
180-C

April 13, 1937

Mr. James McFarland
OFFICE

Dear Sir:

The State Highway Commission on April 12 approved the request of Orino, Birkemeier and Saremal, for an extension of time from February 28 to July 1, 1937, in which to complete their contract, No. 1815, for the construction of the Arch Cape Tunnel. This extension was granted without penalty.

Very truly yours,

Secretary

HBG:AM

cc - Mr. S. H. Probert
Mr. F. D. Eason

FORM S-A-J 1000 10-36

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE No.

RECEIVED
MAR 31 1937
FOR FILING

18-2

March 29th, 1937

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

You are requested to concur in an extension of time on contract #1616, Arch Cape Tunnel, F.A.P. 130-E, on the Oregon Coast Highway, under contract to Orino, Birkemeier & Saremal. They request an extension of time to July 1st, and it is recommended that it be granted without penalty.

The contract expiration date was March 1st, but they were delayed two months, or from January 20th to March 20th, by the necessity of ordering additional tunnel timbers, and it is estimated that an additional delay of two months will be caused by an increase in the amount of timbering, and that the contractor could have completed on time, if the ground had been as firm as anticipated.

There will be no delay in the awarding of any adjacent contracts or to the completion of the road by this delay in the tunnel.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
C. B. McCullough

1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. S. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
MAR 29 1937
FOR FILING

180-2

March 27, 1937

IN REPLY PLEASE REFER TO FILE NO.
4-1009

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

NOTED
State Highway Engineer

Dear Sir:

With further reference to the extension of time on the Arch Cape Tunnel contract.

I find that the contractor was held up on his tunnel work from January 20 to March 20 pending the delivery of tunnel timbers. The increased tunnel timbering, which has been caused by the unanticipated bad condition of the rock and tunnel excavation, will account for the other two months. The contract time limit was the 1st of March. The request for extension is to July 1.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock ✓

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAR 30 1937
FOR FILING

180-E

March 24th, 1937

Mr. F. D. Eason
Division Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

Will you kindly furnish me the information upon which you recommend the extension of time of Orino, Birkemeier & Saremal on their contract No. 1815, Arch Cape Tunnel Section of the Oregon Coast Highway, to July 1st.

It is my remembrance that at one time you had an exact time for various delays for which you thought contractors should be cleared. I think this information will be necessary in order to secure Bureau approval.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
MAR [illegible] 1937
FOR FILING

18

March 22, 1937

IN REPLY PLEASE
REFER TO FILE NO.
4-1009

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e.

Attention: Mr. H. B. Glaisyer.

Dear Sir:

Herewith a request from Orino, Birkemeier & Saremal, together with the consent of their surety, for an extension of time on their contract No. 1815, covering the construction work at the Arch Cape Tunnel on the Oregon Coast Highway.

Due to a change in plans caused by the condition encountered in the tunnel, it was necessary to consummate a price agreement with the contractors for the furnishing of considerable additional treated timber. This has caused a considerable delay in their tunnel work, and it was agreed at that time that an extension would be allowed. It is recommended that this extension to July 1 be granted without penalty.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock

1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
MAR 8 1937
FOR FILING

180-E

IN REPLY PLEASE REFER TO FILE NO.

March 6, 1937

Orino, Birkemeir & Saremal Co.,
Contractors,
Tolovana Park, Oregon.

Gentlemen:

As provided in Price Agreement No. 5, dated January 29, 1937, your contract No. 1815, we are prepared to approve without penalty an extension of time for completion of your contract to July 1, 1937.

You will, therefore, in accordance with the requirements of this department, please submit a request for an extension of time, accompanied by the written consent of your surety.

Yours very truly,

F. D. EASON,
Division Engineer.

GWR:AM
cc H. G. Smith
H. B. Glaisyer
A. V. Benedict

RECEIVED
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 180-E

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 19 1937
OREGON
STATE HIGHWAY COMMISSION

February18, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are returning herewith the original and two copies of intermediate voucher for Oregon 180-E, Arch Cape Tunnel Section of the Oregon Coast Highway, covering period from January 23, 1936 to January 15, 1937, submitted in amount of $14,632.

We note that the quantities are taken apparently from the engineer's estimate to the contractor for the period ending December 15, 1936. If you wish the voucher to be passed for payment as submitted, please return the original and copies and we will forward same with our recommendation. If we do recommend the voucher in the present form, we will be unable to pass another voucher, except for a later period, properly supported by the engineer's estimate to contractor.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

Ivan

February18, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are returning herewith the original and two copies of intermediate voucher for Oregon 180-E, Arch Cape Tunnel Section of the Oregon Coast Highway, covering period from January 23, 1936 to January 15, 1937, submitted in amount of $14,632.

We note that the quantities are taken apparently from the engineer's estimate to the contractor for the period ending December 15, 1936. If you wish the voucher to be passed for payment as submitted, please return the original and copies and we will forward same with our recommendation. If we do recommend the voucher in the present form, we will be unable to pass another voucher, except for a later period, properly supported by the engineer's estimate to contractor.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Hwy. Engineer

RECEIVED
FEB 12 1937
FOR FILING
180-E

February 11, 1937

Maryland Casualty Company
Northern California Office
206 Sansome Street
San Francisco, California

Attention: E. C. Andrews
Ass't. Manager Bonding Dept.

Gentlemen:

Replying to your request of the 5th instant I am inclosing for your information a portion of the contract between the State Highway Commission and Orino, Birkemeier and Saremal covering the construction of the Arch Cape Tunnel on the Oregon Coast Highway in Tillamook County showing the signatures on the contract agreement and the bond to accompany the contract.

It was my thought that you would not care for the rest of the contract. You will note that the bond is dated March 3, 1936, and that F. E. Brisbine signed the bond as Attorney-in-fact in behalf of the Maryland Casualty Company.

In the event that you find that you need the specifications, general and special provisions, please advise and I will send them.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

encl.

MARYLAND CASUALTY COMPANY
SILLIMAN EVANS, PRESIDENT
BALTIMORE

NORTHERN CALIFORNIA OFFICE
206 SANSOME STREET, SAN FRANCISCO
EXBROOK 4191
SAM L. WEBSTER, RESIDENT MANAGER
W. G. KELSO, MANAGER BONDING DEPT.
B. F. GIDDINGS, MANAGER ACCOUNTING DEPT.

RECEIVED
FEB 11 1937
OREGON
STATE HIGHWAY COMMISSION

February 5, 1937

Mr. Earl Snell,
Secretary of State
Salem, Oregon

Dear Sir:

I attach a copy of a letter apparently sent to you on January 27. A copy of this letter was received by us and I note that the Willamette Hauling Company is making a claim against the bond given by Ray Summit and Otto Achoorg and executed by the General Casualty Company of America and the Maryland Casualty Company.

We will appreciate it very much if you will advise us the date that that bond was executed and the name of the person signing as attorney-in-fact for the Maryland Casualty Company.

If possible, we would like a copy of that bond so that we can give this matter our attention.

We will appreciate it very much if you will give this matter your immediate consideration.

Yours very truly,

N C Andrews

N. C. Andrews, Ass't. Mgr.
Bonding Dept.

NCA:VB

Respectfully referred to State Highway Commission

STATE DEPARTMENT
RECEIVED
FEB 10 1937

COPY

January 27, 1937

Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Notice hereby is given that the undersigned Willamette Hauling Company has a claim for hauling one caterpillar tractor from Clyde Equipment Company, Portland, Oregon to Giant Construction Co., (Ray Summit and Otto Achoorg) Arch Cape, Oregon, in the sum of $122.50 (one hundred twenty-two dollars and fifty cents) against the bond taken from Ray Summit and Otto Achoorg, the General Casualty Company of America, and the Maryland Casualty Company, with Brisbine and Mansfield, as agent, 337 S. W. Oak Street, Portland, Oregon for the work of hauling to Arch Cape Tunnel Section of the Oregon Coast Highway, in Clatsop County, being State Highway Contract No. 1815.

WILLAMETTE HAULING CO.

CC Orino Birkemeir & Saremal
Ray Summit and Otto Achoorg
General Casualty Co.
Maryland Casualty

Subscribed in my presence and sworn to before me this 27th day of January 1937.

G. W. Nelson
(Notary Public for Oregon)
My commission expires Mar. 8. 1937.

BALOCCK

180-S

Feb. 10, 1937

[illegible] Analysis to Feb. 1st, 1937
Oregon Coast Highway, Arch Cape Tunnel Section
Contract 1815, Prefix 4-1009

Orino, Birkemeier & Saremal, Contractors
A. V. Benedict, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Clearing & Grubbing	$4,633.33	90%			$3,600.00
Trench Excavation	257.92	208 cu. yd.	1.24	2.00	416.00
Common "	7,736.00	8,100 cu. yd.	0.96	0.30	2,430.00
Solid Rock "	780.00	1,300 cu. yd.	0.60	1.00	1,300.00
Tunnel "	79,178.53	22,975 cu. yd.	3.45	3.50	80,412.50
Overhaul	2,996.00	74,900 yd. sta.	0.04	0.02	1,498.00
Truck Haul	1,232.50	4,930 yd. mi.	0.25	0.20	986.00
Treated Lbr. in Tunnel Lining	15,046.20	156 M-FBM	96.45	70.00	10,920.00
Cordwood	1,795.20	88 cords	20.40	3.00	264.00
Untreated Lbr. in Tunnel Lining	931.00	19 M-FBM	49.00	35.00	665.00
12" Corr. Iron Pipe	163.80	126 Lin. Ft.	1.30	1.50	189.00
18" " " "	65.60	32 lin. ft.	2.05	2.25	72.00
Rock Backfill in Drains	7.50	10 cu. yd.	0.75	1.00	10.00
Treated Trestle Piling	1,361.58	985 lin. ft.	1.38	1.00	985.00
Treated Lbr. In Bridge	2,098.64	22 M-FBM	95.40	75.00	1,650.00
Class "A" Concrete	1,420.40	53 cu. yd.	26.80	23.00	1,219.00
Class "D" Concrete	2,399.25	88 cu. yd.	27.26	24.00	2,112.00
Metal Reinforcement	1,155.40	22,000 Lbs.	0.053	0.055	1,210.00
Tunnel Overbreak	2,200.00	2,200 cu. yd.	1.00	1.00	2,200.00
PA #1, 24" C.I.P.	282.00	82 lin. ft.	3.50	3.50	282.00
PA #2, 6" C.I.P.	799.50	533 lin. ft.	1.50	1.50	799.50
PA #3, Fall Danger Trees	24.00	All			24.00
PA #4, Splice Piling	511.90	All			511.90
Force Order #1	144.88				144.88
	$127,219.13				$113,905.78

NOTED

Total Cost	$127,219.13
Gross Earned	113,905.78
Net Loss	$13,313.35

Net Loss Equals 11.7% of Gross Earned

Detail of Cost

Labor:

Supervision	$3,367.10	
Labor	48,434.20	
State Industrial Accident Insurance	4,299.08	
Unemployment Insurance	530.30	
Supervision (Saremal, 9 mos. at $200.00)	1,800.00	
		$ 58,430.68

Materials:

Treated Lumber for Lining	156	M-FBM at $42.00	6,552.00	
Untreated " " "	19	M-FBM at 25.00	475.00	
Cordwood Packing	88	Cords at 6.00	528.00	
Treated Trestle Piling	1,103	lin. ft. at 0.56	617.68	
Treated Lumber in Bridge	22	M-FBM at 61.50	1,353.00	
Cement	217	Bbls. at 3.21 Delivered	696.57	
Metal Reinforcement	22,000	Lbs. at 0.031	682.00	
Mineral Aggregate	183	cu. yds. at 3.25 Delivered	594.75	
12" Corr. Iron Pipe	126	lin. ft. at 0.95	119.70	
12" Corr. Iron Pipe Bands	5	each at 1.06	5.30	
18" " " "	32	lin. ft. at 1.36	43.52	
18" " " " "	2	each at 1.32	2.64	
6" Perf. Corr. Iron Pipe	533	lin. ft. at 0.46	245.18	
6" " " " " Bands	51	each at 0.54	27.54	
24" Corr. Iron Pipe, Pvd. Inv.	82	lin. ft. at 2.12	173.84	
24" Corr. Iron Pipe Bands	3	each at 1.65	4.95	
				12,121.67

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental	19,057.50	
Gas, Oil & Grease	6,943.74	
Rented Equipment	2,783.75	
Small Tools, Supplies, Repairs & Misc.	8,617.99	
Explosives	5,907.94	
Drilling Supplies	6,320.43	
Lumber	1,772.24	
Move In	600.00	
Freight & Express	601.72	
Camp Expense	763.94	
Misc. Overhead Expense	878.41	
Bond 1% of Gross Earned	1,209.56	
Home Office 1% of Gross Earned	1,209.56	
		56,666.78
Cost Grand Total		$127,219.13

Oregon Coast Highway
Arch Cape Tunnel Section

REMARKS:

This contract was started Feb. 25th, 1936, and up to January 15th, 1937 was about 85% complete.

The clearing was done with the aid of a gas donkey. All brush (including trees having butt diameters less than 3 inches) encountered in the clearing operations on the north side of the tunnel was used to construct a brush mattress in the marshy areas. The stumps in the marshy areas were difficult to shoot.

A cat and bulldozer were used to move part of the excavation. Some of the material consisted of a soft blue clay, and when working on this the cat would get stuck repeatedly and could not operate at all during wet weather. Later the gas donkey equipped with a drag bucket was moved in, but when it failed to make much progress, it was hitched to the cat to pull it back up the grade. Later it became so muddy that a block had to be put on the rear of the cat and another on the hill. With the dead end on the cat this made a three line pull. It was also found necessary to run the haulback line from the donkey to a block on the front of the cat to help it down the grade. A shovel and trucks were used to finish the north portal cut. About 20,000 cu. yds. on the south end of the project have been moved by R. N. Summit, sub-contractor, but has not been included in this report for the reason that bills incurred by the sub will more than likely have to be borne by the contractors. For a while the drainage in the portal cut was in such a condition as to hinder the movement of materials from the tunnel, but this has been remedied.

The north portal set was started about June 1st, and four weeks were required to install it. After the portal set was in, about 2 feet of advance per day was made in the timbered section. The advances for the last few periods are: Sept. 15th - Oct. 15th, 130 feet; Oct. 15th - Nov. 15th, 180 feet; Nov. 15th - Dec. 15th, 252 feet; Dec. 15th - Jan. 15th, 148 feet. On January 15th the tunnel was in 970 feet on the north side. On the south side the contractor started to excavate by hand a shell large enough to install the timbers, leaving the core for the shovel to take out later. To date only 6 sets of timbers have been installed, an advance of 24 feet. Due to high tides the contractor has found it almost impossible to get materials and supplies around the beach, and for this reason, it was thought advisable to discontinue work on the south end. The extra expense entailed in this work has increased the cost of tunnel excavation. The contractor's bid on lumber was too low, especially that of cordwood which was bid about ½ of the cost of the material delivered on the job. With such an unusually low bid on this item, it is only natural that the contractor take extra precaution that no large overbreak is made. Too much precuation, however, results in lots of hand picking, and extra blasting may be necessary to get the timbers in place.

Very little planning of the work has been made on this contract. The superintendent at the start of the work made many mistakes in choice of equipment and manner of operation, but sine Mr. Saremal dismissed him the work has been carried on in a more efficient manner. Many changes and additions have been made in the tunnel equipment, which now consists of the following:

Two 315 portable air compressors, 2-15 KW light plants, 15 H.P. gas air blower, 80 H.P. diesel exhaust fan, new 1 cu. yd. Lima shovel, 5 drifterrock drills and 6 light trucks. A large diesel powered electric generating plant would have been more appropriate for this job. The use of such a piece of equipment would have resulted in a reduction in fuel costs, a more sustained production and with the use of an electric powered shovel would have reduced the amount of exhaust gas in the tunnel. During the last two months the tunnel operations have been fairly well coordinated. Some improvement could have been made if the drilling time had been decreased by the addition of three or four more rock drills. To make this change and additional compressor would have had to be brought in.

Very little progress was made during the month of January. Due to the instability of the rock formation on the south end, it was found that it would be advisable to start timbering a distance of about 150 feet back from the point originally planned. As no treated lumber lining can be had until about March 15th, the contractor will either keep his best men on the job driving a small heading through for natural ventilation or close down until the lining lumber is delivered. Due to a disagreement with the McCormick Lumber Co. who had the contract for the amount of treated lumber in the contract, the contractor changed his order to the Crossett-Western Lumber for delivery of Wolmanized treated lining timber.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED
FOR FILING

February 10, 1937

Crosset Western Company

Wauna, Oregon

Attention: C. O. Botts, Assistant Manager

Gentlemen:

Reply is made to your letter of the 9th instant in regard to the bond furnished by Orino, Birkemeier & Saremal, contractors for the Arch Cape Tunnel construction on the Oregon Coast Highway.

In connection with this job the contractors furnished a surety bond to guarantee the satisfactory completion of the project and for the protection of labor and material claims and all just debts, dues and demands incurred against the project. This bond was written jointly by the General Casualty Company of America and the Maryland Casualty Company for whom Brisbine and Mansfield are local agents with offices in the Lewis Building, Portland. This is the only protection offered by the State Highway Commission to claimants and, if satisfactory settlement is not made by the contractors of claims incurred, then it is necessary for the claimant to take action against the bond.

The Highway Commission can not guarantee the payment of claims but does render a certain amount of assistance in connection therewith. This assistance consists of notifying the bonding company of claims that are filed against the job and, in some instances where the aggregate of the claims is a considerable amount, of withholding final payment to the contractor until claims are satisfied. It is not mandatory upon the Commission to do this, neither is the Commission obligated to do it, but does so as a matter of courtesy in the interests of the bonding company and the claimants.

In connection with the Arch Cape Tunnel project the contractors furnished a bond in the amount of $166,904.00 which we consider more than is necessary to protect all claims that might be filed against the job.

For your further information I am forwarding to you today by express a copy of this contract so that you can advise yourself fully of the contents thereof.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

CROSSETT WESTERN COMPANY

MANUFACTURERS OF

DOUGLAS FIR AND WESTERN HEMLOCK

CROSSETT-WATZEK-GATES INDUSTRIES

CROSSETT WESTERN CO., WAUNA & KNAPPA, OREGON
CROSSETT CHEMICAL COMPANY, CROSSETT, ARKANSAS
JACKSON LUMBER COMPANY, LOCKHART, ALABAMA

DOUGLAS FIR
WESTERN HEMLOCK

CROSSETT LUMBER COMPANY, CROSSETT, ARKANSAS
FORDYCE CROSSETT SALES CO., CROSSETT, ARKANSAS
FORDYCE LUMBER COMPANY, FORDYCE, ARKANSAS

WAUNA, OREGON

February 9th, 1937

RECEIVED
FEB 10 1937
STATE [illegible] COMMISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Re: Arch Cape Tunnel Job
Orino, Birkemeier & Saremal, Contractors

The firm of Orino, Birkemeier & Saremal have placed an order with us for material to be used in the Arch Cape Tunnel job in Clatsop County. We understand that they have been placed under bond by your commission, the bond being written by Maryland Casualty Company and General Casualty Company of America. This order will probably amount to more than $5,000.00 and we wish to know if the bond given under this contract will protect and guarantee us the payment of our account against the contractor. Unfortunately contractors sometimes fail on such jobs, and while we do not anticipate such occurrence we do want to have assurances that our account will be paid, or in the event the contractor does not pay that you will see that it is paid.

May we have such assurances from you by return mail so that we may proceed with the order and delivery?

Yours truly
CROSSETT WESTERN COMPANY
By C O Botts
C.O.Botts, Asst.Manager

MN

ANSWERED
H. B. G.

WOLMANIZED LUMBER
PRESSURE PROCESSED FOR PERMANENCE
DEFENSE AGAINST TERMITES AND DECAY
CLEAN, ODORLESS, NON-LEACHABLE, NON-CORROSIVE

Form 338—5M—7-36

180-3

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Feb. 6, 1937

Section Arch Cape Tunnel

Kind of work Tunnel and Bridge

Highway Oregon Coast

Section prefix 4-1009

Contractor Orino, Birkemeier & Saremal Co.

Contract number 1815

Date of contract Feb. 6, 1936

Date of completion Feb. 28, 1937

Date work started Feb. 25, 1936

Estimated date of completion July 1, 1937

Amount of contract $166,904.00

Per cent of time elapsed 94.6 %

Estimated cost of completed project, exclusive of engineering $181,215.16

Per cent of contract completed, based on total contract price 77 %

Engineering cost to date, $7000, 4.2 %

Date project was completed ...., 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Crews were reduced to two shifts Monday and one shift for the balance of the week.

The first two days were spent timbering and packing.

Wednesday they finished drilling out the round at the face and shot it, pulling about eight feet. The rock is very blocky and seamy, with mud stains in all the seams, but seems no worse. A small crew spent all day Thursday mucking out.

Friday and Saturday were spent timbering and packing. Room for two more sets is available on present sills, which will also clean up all available treated timber.

RECEIVED
FEB 8 - 1937
DIVISION ENGINEER

Signed A V Benedict

Address Cannon Beach, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

A. V. Benedict

COMMISSIONERS

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.62				
Miles partially completed	0.27				
Miles completed					
Total estimated quantities – Tunnel	1226.6 lin. ft.				
Estimated quantities moved or placed to date	989 " "				
Average daily quantities	1				
Average daily quantities necessary to complete project on time	***				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	30				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Clatsop COUNTY	Other COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	15	8			1	6	30
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,
Compressors 2, Bull Dozers 1, Sheet-foot rollers ...., Blower 2, Light Plant 1 Ford trucks 5.

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Rain		
Tuesday	Rain		
Wednesday	Rain		
Thursday	Showers		
Friday	Rain		
Saturday	Rain.		

1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
FEB 9 1937
FOR FILING
180-E

February 5, 1937

IN REPLY PLEASE
REFER TO FILE NO.
4-1009

Orino, Birkemeir & Saremal Co.,
Tolovana Park, Oregon.

NOTED
State Highway Engineer

Gentlemen:

I have a copy of your letter of January 27 to our resident engineer, Mr. A. V. Benedict, and also a copy of Mr. Benedict's reply.

It would appear from Mr. Benedict's observations that you were lax in not properly constructing the portal set at the south end of the tunnel in accordance with the approved plans. This must be remedied and any defects resulting therefrom rectified. My suggestion is that you conduct the tunnel work now remaining under the direction of a competent foreman experienced in this kind of work. The best man obtainable will be none too good.

We must insist that the plans be followed, except where changed or altered by the engineer. Mr. Benedict will interpret the plans and specifications, and his instructions must be carried out. If this is done, the responsibility for the success or failure of the construction work will rest with the State.

With respect to the frequency of sets in the tunnel through the as yet unexcavated portion, you are now aware, of course, of our decision to provide timbers at 2-foot centers from the south portal to the present heading. If a condition develops that warrants solid timbering over a section of this south end, we will provide accordingly. Such decisions and changes as may be justified by the condition encountered will be made at the option of the engineer, all in accordance with your contract agreement.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith
G. S. Paxson
A. V. Benedict

RECEIVED
FEB 5 1937
FOR FILING

180-E

February 4, 1937

Crossett Western Company
Wauna, Oregon

Attention: C. O. Botts, Asst. Manager

Gentlemen:

In response to your inquiry of February 3, you are advised that the bond furnished in connection with the Orino, Birkemeier & Saremal Contract No. 1815, Arch Cape Tunnel in Clatsop County, was written by the General Casualty Company of America and the Maryland Casualty Company, for whom Brisbine and Mansfield, who have offices in the Lewis Building in Portland, are resident agents.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

CROSSETT WESTERN COMPANY
MANUFACTURERS OF
DOUGLAS FIR AND WESTERN HEMLOCK
CROSSETT-WATZEK-GATES INDUSTRIES

CROSSETT WESTERN CO., WAUNA & KNAPPA, OREGON
CROSSETT CHEMICAL COMPANY, CROSSETT, ARKANSAS
JACKSON LUMBER COMPANY, LOCKHART, ALABAMA

DOUGLAS FIR WESTERN HEMLOCK

CROSSETT LUMBER COMPANY, CROSSETT, ARKANSAS
FORDYCE CROSSETT SALES CO., CROSSETT, ARKANSAS
FORDYCE LUMBER COMPANY, FORDYCE, ARKANSAS

WAUNA, OREGON

RECEIVED
FEB 4 1937
OREGON
STATE HIGHWAY COMMISSION

February 3rd, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. G.H. Paxson,
Acting Bridge Engineer.

Will you please tell us the name of the Bonding Company who are sureties on the firm of Orino, Birkemeier & Saremal, who have the contract for some work on the Arch Cape Tunnel near Cannon Beach; also we would like to know the address of the office where this bond was written.

Yours truly
CROSSETT WESTERN COMPANY
By COBotts
C.O.Botts, Asst.Manager

MN

WOLMANIZED LUMBER
PRESSURE PROCESSED FOR PERMANENCE
DEFENSE AGAINST TERMITES AND DECAY
CLEAN, ODORLESS, NON-LEACHABLE, NON-CORROSIVE

REFERRED
Jom
BY

please prepare answer
RHB

1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F D EASON, DIVISION ENGINEER
SALEM

February 2, 1937

IN REPLY PLEASE REFER TO FILE NO
6-1009

18

Grime, Birkemeier & Saremal Co.,
Tolovana Park, Oregon.

Gentlemen:

We have the signed price agreement covering the use of Wolmanized timber for the additional requirements of the Arch Cape Tunnel contract, also your letter requesting a change in price to cover the additional cost to you over and above the original price of timber supplied by Chas. R. McCormick.

Since your contract was written with the proviso permitting an increase in timber quantities as conditions during the progress of the work might warrant, at the contract bid prices, we can not alter this price. Though the change was not approved by the Bureau of Public Roads, permission was granted you by the State to use Wolmanized treated timber in lieu of creosoted timber. Your authority to proceed with this change was embodied in the price agreement to cover. This agreement provided for the substitution at no extra compensation, and your letter qualifying your acceptance would, in effect, nullify the agreement.

The use of Wolmanized timber provided a material saving to you over the creosoted material called for in the contract at the additional price the McCormick Company quoted you. The State is, in reality, giving you an opportunity to avoid what strictly under the contract amounted to an enforced penalty, since you had no contract binding price for material.

If you insist on qualifying the price agreement, we can not approve same, and permission to substitute the Wolmanized treated timber will, therefore, be automatically withdrawn. This agreement

1815

you understand, is not effective until and unless signed by the Construction Engineer and the State Highway Engineer. We shall withhold final approval of this agreement until we are advised of your unqualified acceptance or your decision to proceed under the terms and provisions of the original contract agreement.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith
G. S. Paxson
A. V. Benedict

NOTED
State Highway Engineer

#1815

FORM S-A-1

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 2 1937
FOR FILING
180-E

January 30th, 1937

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Attention: Mr. Andrews.

Dear Sir:

With reference to the Arch Cape Tunnel, Federal Aid Project No. 180-E.

The cutting of creosoted timbers ordered for the curve portion of the tunnel and used on the tangent portion was stopped several days ago, and work will be suspended until more timber is available. Those timbers already used were treated with applications of hot creosote.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED

#1815

FORM E-A-1 1M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
FEB 2 1937
FOR FILING
180-E

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IN REPLY PLEASE
REFER TO FILE NO.

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Portland, Oregon

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Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED

#1815

cc

RECEIVED
FEB 2 1937
FOR FILING

180-E

January 29, 1937

General Casualty Company of America
Maryland Casualty Company
Brisbine & Mansfield
Lewis Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim of Willamette Hauling Company, Portland, against the bond furnished by Orino, Birkemeier & Saremal in connection with State Highway Commission contract No. 1815 covering grading on the Arch Cape Tunnel Section of the Oregon Coast Highway in Clatsop County. This claim amounts to $122.50 and represents the cost of hauling one caterpillar tractor from the Clyde Equipment Co., Portland to Giant Construction Co., Arch Cape, Oregon.

This information is given you inasmuch as you appear as surety on the bond involved.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

encl.

cc - Orino, Birkemeier & Saremal
Box 752
Bonneville, Oregon

COPY

WILLAMETTE HAULING CO.
1726 N. Flint Avenue
Portland, Oregon

January 27, 1937

Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Notice hereby is given that the undersigned Willamette Hauling Company has a claim for hauling one caterpillar tractor from Clyde Equipment Co., Portland, Oregon, to Giant Construction Co. (Ray Summit & Otto Achoorg) Arch Cape, Oregon in the sum of $122.50 (one hundred twenty-two dollars and fifty cents) against the bond taken from Ray Summit & Otto Achoorg, the General Casualty Co. of America, and the Maryland Casualty Co., with Brisbine and Mansfield as agent, 337 S.W. Oak St., Portland, Oregon, for the work of hauling to Arch Cape Tunnel Section of the Oregon Coast Highway, in Clatsop County, being State Highway Contract No. 1815.

WILLAMETTE HAULING COMPANY

By Vern Van Horn, Pres.

VVHEEB

CC-Orino Birkemeier & Saremal
Ray Smmit & Otto Achoorg
General Casualty Co.
Maryland Casualty Co.

Subscribed in my presente and sworn to before me this 27th day of January, 1937.

G. W. NELSON
(Notary Public for Oregon)
My commission expires May.8, 1937

(SEAL)

Filed 1/28/37
Endorsed: File No. 2637
EARL SNELL,
Secretary of State

1815

RECEIVED
FEB 2 1937
FOR FILING

180-E

January 29, 1937

Honorable Earl Snell
Secretary of State
Building

Dear Sir:

This acknowledges receipt of your letter of January 28 with attached copies of notice of claim which as been filed by Willamette Hauling Company against Ray Summit and Otto Ashoorg, subcontractors under Orino, Birkemeier and Saremal in connection with State Highway Commission contract No. 1815 which was awarded to Orino, Birkemeier and Saramel for grading on the Arch Cape Tunnel Section of the Oregon Coast Highway in Clatsop County.

In accordance with our usual practice we are today sending copies of this notice to the contractors and the surety.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 28, 937

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Willamette Hauling Company for $122.50 against the bond taken from Ray Summit & Otto Achoorg, principals, & General Casualty Co. of America & Maryland Casualty Company, sureties, for work on the Arch Cape Tunnel Section of theOregon Coast Highway, contract No. 1815. which has been filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S Fm
encs. 3

RECEIVED
FOR FILING

182-E

January 28, 1937.

Mr. R. H. Baldock:

Mr. Smith, Mr. Eason and I have had several conferences with reference to timber lining for the Arch Cape Tunnel. In order that you may be entirely familiar with the matter, I submit the following:

Ground conditions have made it necessary to increase the amount of timber lining at the Arch Cape Tunnel by approximately 58,000 board feet. It was only a short time ago that work on the tunnel had progressed to the point where the amount of additional lining could be accurately determined.

This project was advertised and alternate bids taken on Wolmanized Salts treated lumber and on creosoted lumber. The contractor bid the same price on the two alternates. The job was awarded on the basis of creosoted lumber. The contractor ordered and the McCormick Lumber Company furnished the treated lumber for the purtion of the tunnel originally scheduled for timber lining.

The McCormick Lumber Company allege an increase in lumber price and in cost of delivery for which they ask an increase of $5.50 per thousand for lumber f.o.b. Seaside over the price quoted f.o.b. job site for the original order. It is estimated that delivery from Seaside to the job will cost $5.00 per thousand, making a total increased cost of $10.50 per thousand for this additional lumber over the original quotation.

The Crossett-Western Lumber Company who put out the Wolmanized Salts treated lumber have offered to deliver this extra lumber for practically the same price originally quoted, We are advised by the contractor that he desires to substitute Wolmanized Salts treated lumber for creosoted lumber for this additional material.

Request was made of the Bureau of Public Roads to approve this substitution which has been refused according to the attached copy of telegram.

NOTED
State Highway Engineer

Mr. Eason has gone to the job today to grant permission to the contractor to make the substitution on the basis of a price agreement from him to place it at his contract price. In view of the refusal of the Bureau to approve the substitution, it is probable that this portion of the lining will have to be withdrawn from federal aid and constructed with state money.

GSPaxson

G. S. Paxson

cc H. G. Smith
F. D. Eason
O. A. Chase

CONFIRMATION

OF Public Roads

Oregon 0010-20

Portland, Oregon

January 27, 1937

RECEIVED
JAN 28 1937
OREGON STATE

FAST WIRE

R. H. Baldock
State Highway Engineer
Salem, Oregon

RE TUNNEL LINING OREGON FAP ONE EIGHTY E STOP FIRST PARAGRAPH UNDER TUNNEL LINING OF PAGE SIX OF SPECIAL PROVISIONS COVERS INCREASING QUANTITIES STOP ADDITIONAL LINING SHOULD BE TREATED WITH PRESERVATIVE OIL AND NO INCREASE IN FEDERAL FUNDS CAN BE ALLOWED

ANDREWS

PD GOV'T RATES

January 28, 1937.

Mr. R. H. Baldock:

Mr. Smith, Mr. Rasen and I have had several conferences with reference to timber lining for the Arch Cape Tunnel. In order that you may be entirely familiar with the matter, I submit the following:

Ground conditions have made it necessary to increase the amount of timber lining at the Arch Cape Tunnel by approximately 58,000 board feet. It was only a short time ago that work on the tunnel had progressed to the point where the amount of additional lining could be accurately determined.

This project was advertised and alternate bids taken on Wolmanized Salts treated lumber and on creosoted lumber. The contractor bid the same price on the two alternates. The job was awarded on the basis of creosoted lumber. The contractor ordered and the McCormick Lumber Company furnished the treated lumber for the portion of the tunnel originally scheduled for timber lining.

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The Crossett-Western Lumber Company who put out the Wolmanized Salts treated lumber have offered to deliver this extra lumber for practically the same price originally quoted. We are advised by the contractor that he desires to substitute Wolmanized Salts treated lumber for creosoted lumber for this additional material.

Request was made of the Bureau of Public Roads to approve this substitution which has been refused according to the attached copy of telegram.

Mr. Bacon has gone to the job today to grant permission to the contractor to make the substitution on the basis of a price agreement from him to place it at his contract price. In view of the refusal of the Bureau to approve the substitution, it is probable that this portion of the lining will have to be withdrawn from federal aid and constructed with state money.

C. S. Paxson

cc H. G. Smith
F. D. Bacon
C. A. Chase

January 28, 1937.

Mr. R. H. Baldock:

Mr. Smith, Mr. Eason and I have had several conferences with reference to timber lining for the Arch Cape Tunnel. In order that you may be entirely familiar with the matter, I submit the following:

Ground conditions have made it necessary to increase the amount of timber lining at the Arch Cape Tunnel by approximately 58,000 board feet. It was only a short time ago that work on the tunnel had progressed to the point where the amount of additional lining could be accurately determined.

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Request was made of the Bureau of Public Roads to approve this substitution which has been refused according to the attached copy of telegram.

Mr. Eason has gone to the job today to grant permission to the contractor to make the substitution on the basis of a price agreement from him to place it at his contract price. In view of the refusal of the Bureau to approve the substitution, it is probable that this portion of the lining will have to be withdrawn from federal aid and constructed with state money.

G. S. Paxson

cc R. G. Smith
F. D. Eason
C. A. Chase

January 28, 1937.

Mr. R. H. Baldock:

Mr. Smith, Mr. Eason and I have had several conferences with reference to timber lining for the Arch Cape Tunnel. In order that you may be entirely familiar with the matter, I submit the following:

Ground conditions have made it necessary to increase the amount of timber lining at the Arch Cape Tunnel by approximately 58,000 board feet. It was only a short time ago that work on the tunnel had progressed to the point where the amount of additional lining could be accurately determined.

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Request was made of the Bureau of Public Roads to approve this substitution which has been refused according to the attached copy of telegram.

Mr. Bacon has gone to the job today to grant permission to the contractor to make the substitution on the basis of a price agreement from him to place it at his contract price. In view of the refusal of the Bureau to approve the substitution, it is probable that this portion of the lining will have to be withdrawn from federal aid and constructed with state money.

C. S. Paxson

cc H. C. Smith
F. D. Bacon
C. A. Chase

Acting Bridge Engineer

PR PG

FORM 9-E-1 SM 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

180-E

January 25, 1937.

Bureau of Public Roads
Box 3900
Portland, Oregon.

Gentlemen:

NOTED
State Highway Engineer

Re: Arch Cape Tunnel Section, F.A.P. 180-E

As previously reported, it has been necessary to increase the amount of tunnel lining on the above project due to the character of the material encountered in the tunnel.

When this contract was advertised, alternate bids were taken on creosoted timber and on wolmanized salt treated timber for this lining. The contract was awarded on the basis of the use of creosoted material. The creosoting company have furnished the material called for on the original plan. They advise that due to the maritime strike that they are doubtful as to their ability to deliver more material for some considerable period. The manager of the creosoting company has promised us a definite answer not later than January 28, as to whether or not he can make immediate delivery of this additional material.

We have contacted the Crossett-Western Company of Wauna, Oregon who treat timber with the Wolman salts treatment, and they advise that they can furnish this additional material within three weeks. We propose that in the event immediate delivery can not be obtained from the creosoting company that we substitute the wolmanized salts treatment for the balance of the lumber. This will not only enable us to proceed with the construction of the tunnel without undue delay but will also give an experimental job whereby the relative merits of the two treatments can be judged on material exposed to identical conditions.

We would ask that should the creosoting company be unable to furnish this material for immediate delivery, that the substitution of the wolmanized salts treatment as per the specifications in the original proposal be authorized.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

cc R. H. Baldock ✓
H. G. Smith
F. D Eason.

A 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
JAN 26 1937
FOR FILING
180-E

January 23, 1937.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. A. V. Benedict,
Resident Engineer,
Oregon State Highway Department,
Cannon Beach, Oregon.

NOTED
State Highway Engineer

Dear Sir:

Information was obtained by the Bridge Department from the Crossett & Western Lumber Company at Wauna that they could supply Wolmanized treated tunnel material as needed for our additional requirements on short notice. Please have the contractor contact this mill and provide for the supplying of this Wolmanized treated timber in lieu of the creosoted timber if satisfactory arrangements can be made; this on the assumption that the McCormick Lumber Company can not supply the timber on which bids were taken.

We have sent the Crossett & Western Lumber Company a list of the additional material required, subject to whatever change needs be made on account of the continued concrete sill. Before the contractor definitely signs up for this Wolmanized timber, please advise this office, as it is necessary to get the approval of the Bureau of Public Roads to this change.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith
G. S. Paxson

#1815

RECEIVED
JAN 15 1937
FOR FILING
180-C

January 12, 1937

WILLAMETTE HAULING COMPANY
1726 N. Flint Avenue
Portland, Oregon

Attention M. E. Van Horn

Gentlemen:

This acknowledges receipt of your letter of January 9, inquiring how to proceed in the matter of filing a claim against Ray Summit and associates, doing business as Giant Construction Company, subcontractors under Orino, Berkemeier and Saremal, in the construction of the Arch Cape Tunnel Section of the Oregon Coast Highway, in Clatsop County, being State Highway Contract No. 1815.

Notice of claim should be filed with the Secretary of State, against the contractors and their sureties, in form substantially as given in the enclosed mimeographed copy of Chapter 280, Section 2991, Oregon Laws 1931. We do not issue any blank form for the purpose.

The surety companies who wrote the bonds in this case are the General Casualty Company of America and the Maryland Casualty Company, with Brisbine and Mansfield as agent, 337 S. W. Oak Street, Portland.

Very truly yours,

Secretary

JM:MBL

Encl.

Office TRinity 3415

Res. {Vern Van Horn, Pres., TRinity 3357
{M. E. Van Horn, V. Pres., GArfield 4617

WILLAMETTE HAULING CO.
1726 N. FLINT AVENUE
HEAVY HAULING • CRANE SERVICE • HOISTING • STORAGE
PORTLAND, OREGON

January 9, 1937

JAN 11 1937

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

We have a claim against Ray Summit and associates doing business as Giant Construction Company, who have a sub-contract under Orino, Berkmier, and Saramel at the Arch Cape tunnel.

We intend to file a lien against this job and wish that you would send us the necessary papers and advise us how to proceed in doing this.

Thanking you, we remain

Very truly yours,

WILLAMETTE HAULING COMPANY

By M E Van Horn

MEVH:EB

Sect, 2991- ch 250- 1931

CONTRACT# [redacted] 1815

180-E Arch Cape Tunnel Sec., Oregon 1936
Coast Hwy.
1815
Folder # 1

180-E

XXXXX
Cannon Beach
Dec. 5, 1936

RECEIVED
DEC 7 - 1936
DIVISION ENGINEER

F.D.Bacon, Division Engineer,

Oregon State Highway Commission,

Salem, Oregon.

Dear Sir:

With reference to the progress shown on the enclosed Weekly Report, and on future reports:

On the face of the report I am showing the Sta. of the North heading and the Sta. of the face of the timber at the South end.

On the back, opposite "Estimated Quantities Moved or Placed to Date", I show the entire footage for the North heading plus one half the footage for the South end timbering. This for the reason that the excavation work is not being done, but will be left for the North heading. When the North and South headings meet, I will give the other half of the footage to the North heading as the materials are excavated.

Very truly,

A.V. Benedict

NOTED
H. W. LIBBY

RECEIVED
DEC 7 - 1936

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

NOTED

For Week Ending Dec. 5, 1936

Section Arch Cape Tunnel

Kind of work Tunnel and Bridge

Highway Oregon Coast

Section prefix 4-1009

Contractor Orino, Birkemeier & Saremal Co.

Contract number 1815

Date of contract Feb. 6, 1936

Date of completion Feb. 28, 1937

Date work started Feb. 25, 1936

Estimated date of completion Feb. 28, 1937

Amount of contract $166,904.00

Per cent of time elapsed 78.1 %

Estimated cost of completed project, exclusive of engineering $181,215.16

Per cent of contract completed, based on total contract price 50 %

Engineering cost to date, $ 5670, 3.4 %

Date project was completed ..., 193

RECEIVED
DEC 7 - 1936
DIVISION ENGINEER

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

A skeleton set of drill steel arrived Sunday and a crew of drillers was put to work but promptly broke the steel up. Monday morning the contractor started rebuilding his jumbo, as the weave and wobble was thought responsible for the excessive steel breakage. The miners removed the air and ventilator pipes at Sta. 513 and prepared a place for the additional pair of timber sills to go in there. The sills were set, and posts stood on them, then the service pipes replaced. Drillers went back into the heading Tuesday noon and have shot 4 rounds for the week. There have not been enough trucks in working order this week to keep the shovel busy on the short hauls. No rock has been placed on the longer hauls.

The timber crew at the South Portal have the first three sets up, blocks and rods in, and the portal bracing practically complete. A large crack which developed over the portal seems to have stopped moving.

A trench was dug for the 18" pipe across Beach St., and for half of the 24" pipe at Sta. 530+16. Rock mats etc have not been placed.

Sta. of heading at North end 508+42 (from 515+70)

Sta. face of timber at South 503+51 (from 503+42)

Signed A. V. Benedict

Address Cannon Beach, Oregon.

NOTED

DEC 7 - 1936

H. W. LIBBY

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

Paddock

	GRADING	SURFACING	TENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.62				
Miles partially completed	0.27				
Miles completed	---				
Total estimated quantities - Tunnel	1226.6 lin. ft.				
Estimated quantities moved or placed to date	732 " "				
Average daily quantities	9 " "				
Average daily quantities necessary to complete project on time	11 " ".				
Number shifts per day	3				
Hours per shift	Variable				
Average force on project for week	63				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	Clatsop COUNTY	Other Counties	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men	40	15			2	6	63
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors 2, Bull Dozers 2, Sheet-foot rollers ...., Blowers 2, Light Plant 2.

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Clear	24)	Rebuilding Jumbo. No work at the heading,
Tuesday	Rain	6)	but crews at other work.
Wednesday	Rain		
Thursday	Rain		
Friday	Rain		
Saturday			

Baldock ✓

Baldock

Nov. 24, 1936

180-E

NOTED
State Highway Engineer

Cost Analysis to Nov. 15, 1936
Oregon Coast Highway, Arch Cape Tunnel Section
Contract 1815, Prefix 4-1009

Orino, Birkemeier & Saremal, Contractors
A. V. Benedict, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Clearing & Grubbing	$ 4,633.33	90%			$ 3,600.00
Trench Excavation	72.00	80 Cu. Yds.	0.90	2.00	160.00
Common Excavation	7,560.05	7,900 Cu. Yds.	0.96	0.30	2,370.00
Solid Excavation	643.50	1,300 Cu. Yds.	0.50	1.00	1,300.00
Tunnel Excavation	45,065.45	13,670 Cu. Yds.	3.30	3.50	47,845.00
Overhaul	2,424.00	60,600 Sta. Yd.	0.04	0.02	1,212.00
Treated Lbr. in Tunnel Lining	11,984.05	120 M-FBM	99.87	70.00	8,400.00
Cordwood Packing	1,401.60	60 Cords	23.36	3.00	180.00
Untreated Lbr. in Tunnel Lining	530.50	12 M-FBM	45.00	35.00	420.00
12" C.I.P. Paved Invert	120.00	96 Lin. Ft.	1.25	1.50	144.00
Rock Backfill in Drains	7.50	10 Cu. Yds.	0.75	1.00	10.00
Tr. Trestle Piling	1,361.58	985 Lin. Ft.	1.38	1.00	985.00
Tr. Lbr. in Bridge	2,098.64	22 M-FBM	95.40	75.00	1,650.00
Class "A" Concrete	750.60	30.5 Cu. Yds.	24.60	23.00	701.50
Class "D" Concrete	2,399.25	88 Cu. Yds.	27.36	24.00	2,112.00
Metal Reinforcement	1,155.40	21,800 Lbs.	0.053	0.055	1,199.00
Tunnel Overbreak	1,300.00	1,300 Cu. Yds.	1.00	1.00	1,300.00
PA #2 6" Dipped Perf. C.I.P.	799.50	533 Lin. Ft.	1.50	1.50	799.50
PA #3 Fall Danger Trees	24.00				24.00
PA #4 Splice Piling	511.90				511.90
Force A ccount #1	144.88				144.88
	$ 84,987.73				$ 75,068.78

Total Cost	$ 84,987.73
Gross Earned	75,068.78
Net Loss	$ 9,918.95

Net Loss Equals 13% of Gross Earned

Oregon Coast Highway, Arch Cape Tunnel Section

DETAILS OF COST

Labor:				
Supervision			$ 2,120.10	
Labor			33,183.86	
State Industrial Accident Insurance			2,877.03	
Unemployment Insurance			358.64	
Supervision (Saremal 7 Mos. at $200)			1,400.00	
				$ 39,939.63
Materials:				
Treated Lbr. for Lining	120	M-FBM at $42.00	5,040.00	
Untreated " " "	12	M-FBM at 20.00	240.00	
Cordwood Packing	60	Cords at 6.00	360.00	
Treated Trestle Piling	1,103	Lin. Ft. at 0.056	617.68	
Treated Lbr. in Bridge	22	M-FBM at 61.50	1,353.00	
Cement	206½	Bbls. at 3.21 Del.	558.54	
Metal Reinforcement	21,800	Lbs. at 0.031	675.80	
Mineral Aggregate	156	Cu. Yd. at 3.25 Del.	507.01	
12" Corr. Iron Pipe	96	Ft. at 1.95	91.20	
12" " " " Bands	3	Each at 1.06	3.18	
6" " " "	533	Ft. at 0.46	245.18	
6" " " " "	51	Each at 0.54	27.54	
				9,719.13
Equipment Rental, Supplies and Miscellaneous:				
Equipment Rental			13,704.00	
Gas, Oil & Grease			4,823.87	
Rented Equipment			1,744.75	
Small Tools & Misc. Supplies			3,295.14	
Drilling Supplies & Misc.			1,709.48	
Miscellaneous Expense			1,025.65	
Chargeable Repairs			2,075.73	
Freight			210.77	
Explosives			3,250.14	
Lumber & Hardware			1,988.06	
Bond 1% of Gross Earned			750.69	
Home Office 1% of Gross Earned			750.69	
				35,328.97
		Total Cost		$ 84,987.73

Oregon Coast Highway, Arch Cape Tunnel Section

REMARKS:

This contract was started Feb. 25, 1936, and up to Nov. 15, 45% of the work had been completed.

The clearing was done with the aid of a gas donkey. All brush (including trees having butt diameters less than 3 inches) encountered in the clearing operations on the north side of the tunnel was used to construct a brush mattress in the marshy areas. The stumps in the marshy areas were difficult to shoot.

A cat and bulldoser were used to move part of the common excavation. Some of the material consisted of a soft blue clay, and when working on this the cat would get stuck repeatedly and could not operate at all during wet weather. Later the gas donkey equipped with a drag bucket was moved in, but when it failed to make much progress, it was hitched to the cat to pull it back up the grade. Later it became so muddy that a block had to be put on the rear of the cat and another on the hill. With the dead end on the cat this made a three line pull. It was also found necessary to run the haulback line from the donkey to a block on the front of the cat to help it down the grade. A shovel and trucks were used to finish the north portal cut. About 20,000 cu. yds. on the south end of the project have been moved by the sub-contractor, but has not been included in this report for the reason that bills incurred by the sub will more than likely have to be borne by the contractors. The contractors have improved the drainage in the portal cut, and this has tended to speed the movement of excavation materials.

The north portal set was started about June 1st, and four weeks were required to install it. After the portal set was in, about 2 feet of advance per day was made in the 230 feet of the timbered section. During the period Oct. 15th to Nov. 15th an advance of approximately 180 feet was made, which compares favorably with an advance of only 130 feet for the previous period. Mr. Saremal has been running the job since Oct. 25th, when the superintendent was discharged. Operations from now on should show a great improvement as the key equipment is new and more experienced help is being obtained. Since the hiring of the new and experienced tunnel shovel operator the mucking time has been cut 2 and 3 hours per round. Lately as high as a 12-foot round has been drilled, shot and cleaned out in a 24-hour period. The Dec. 15th estimate should show close to a 250 feet advance for the month. A start has been made on the south end of the tunnel. The portal set is in place, and mine car tracks are being laid from the dump to the side of the sets. It is planned to take out a shell large enough to install the timbers, leaving the core for the shovel to take out later.

The job now shows a considerable loss, but this should decrease as the work progresses.

E. H. Clymer

By . . H. Jullum

2-A-1 10M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

180-2

RECEIVED
NOV 6
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

November 4, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

Pursuant to our conversation of October 31st, regarding a complaint received by the Highway Department from Mr. C. H. Gram, Labor Commissioner, in which it was stated that his office had received a complaint from the timekeeper on the Orino, Birkemeier & Saremal contract for building the Arch Cape Tunnel, State Contract Number 1815; that workmen are required to work overtime for which they receive pay at a single rate instead of the double rate as required by state law, and that the workmen are forced to stay at the camp being conducted for this job.

On November 2nd, Mr. Webber visited this job and contacted the timekeeper,--(who is the only timekeeper ever employed on this job, Mr. R. Van R. Schermerhorn, and in a secret interview asked him if he knew of any cases where workmen were required to work overtime and receive only the single rate of pay, or if men were required to stay at the camp being conducted for this job. Mr. Schermerhorn told Webber that there was no case to his knowledge where men were not paid double time for overtime and that men were not required to stay at the camp. Webber then accused Schermerhorn of writing the above mentioned letter, which he denied emphatically and inquired as to who Mr. Gram was.

During the discussion of this complaint with Mr. Schermerhorn and Mr. A. V. Benedict, Resident Engineer, it was disclosed that there is a possibility that this complaint originated by reason of the superintendent, Mr. Otto Achord being recently discharged. It is reported that Mr. Achord is a partner in the Giant Construction Company, and that he has apparently gone out of his way to keep this job in the hole. It was disclosed that previously some men have been paid more wages than entitled to due to the fact that it was thought that all time over 40 hours per week was to be paid the double rate.

It is reported by Webber that Mr. Saremal has always been very easy to deal with and always expresses his willingness to co-operate in regard to all labor provisions of this contract and evidence seems to indicate that he carries out to the best of his knowledge all instructions which he receives in regard to possible violations.

Due to the dismissal of the aforementioned Superintendent I believe that the progress of the work and cooperation of all parties concerned on this job will be greatly improved.

Yours very truly,

H G Smith

H. G. SMITH,
Construction Engineer.

Dictated by
Ray Webber
H.

Baldock

T ALYSIS TO OCT. 15, 1936 Oct. 24, 1936

Oregon Coast Highway, Arch Cape Tunnel Section
Contract 1815, Prefix 4-1009

Orino, Birkemeier & Saremal, Contractors
A. V. Benedict, Resident Engineer

NOTED
Highway Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Clear & Grub	$ 4,633.35	90%			$ 3,600.00
Trench Excavation	40.00	40 Cu. Yd.	1.00	2.00	80.00
Common Excavation	7,560.05	7,900 Cu. Yd.	0.96	0.30	2,370.00
Solid Rock Excavation	643.50	1,300 Cu. Yd.	0.50	1.00	1,300.00
Tunnel Excavation	30,822.25	9,300 Cu. Yd.	3.31	3.50	32,550.00
Overhaul	550.00	27,500 Sta. Yd.	0.02	0.02	550.00
Treated Lumber in Lining	11,984.05	120 M-F.B.M.	99.87	70.00	8,400.00
Cordwood Packing	1,401.60	60 Cords	23.36	3.00	180.00
Untreated Lumber in Lining	530.50	12 M-F.B.M.	45.00	35.00	420.00
Rock Backfill in Drains	7.50	10 Cu. Yd.	0.75	1.00	10.00
Treated Trestle Piling	1,361.58	985 Lin. Ft.	1.38	1.00	985.00
Treated Lumber in Bridge	2,098.64	22 M-F.B.M.	95.40	75.00	1,650.00
Class "A" Concrete	364.28	14 Cu. Yd.	26.00	23.00	322.00
Class "D" Concrete	2,399.25	88 Cu. Yd.	27.26	24.00	2,112.00
Metal Reinforcement	1,102.35	20,900 Lbs.	0.053	0.055	1,149.50
Tunnel Overbreak	1,822.70	550 Cu. Yd.	3.31	1.00	550.00
P.A. #2, 6" Perf. C.I.P.	426.40	533 Lin. Ft.	0.80	1.50	799.50
P.A. #3, Fall Danger Trees	24.00				24.00
P.A. #6, Splice Piling	511.90				511.90
Force Account No. 1	144.88				144.88
	$ 68,428.74				$ 57,708.78

Total Cost	$ 68,428.74
Gross Earned	57,708.78
Net Loss	$ 10,719.96

Contract 1815, Prefix 4-1009

DETAILS OF COST

Labor:				
Supervision			$ 1,820.60	
Labor			26,617.28	
State Industrial Accident Insurance			2,208.66	
Unemployment Insurance			284.38	
Supervision (Saremal 6 Mos. at $200)			1,200.00	
				$ 32,130.92
Materials:				
Treated Lbr. for Tunnel Lining	120	M-F.B.M. at 42.00	5,040.00	
Untreated " " " "	12	M-F.B.M. at 20.00	240.00	
Cordwood Packing	60	Cords at 6.00	360.00	
Treated Trestle Piling	1,103	Lin. Ft. at 0.56	617.68	
Treated Lbr. in Bridge	22	M-F.B.M. at 61.50	1,353.00	
Cement	168½	Bbls. at 3.21 Delivered	540.89	
Metal Reinforcement	20,900	Lbs. at 0.031	647.90	
6" Perf. C.I.P.	533	Lin. Ft. at 0.46	245.18	
6" " " " " Bands	51	Each at 0.54	27.54	
Mineral Aggregate	134½	Cu. Yd. at 3.25	437.13	
				9,509.32
Equipment Rental, Supplies and Miscellaneous:				
Equipment Rental			11,450.00	
Gas, Oil & Grease			3,999.40	
Rented Equipment			1,344.75	
Small Tools & Misc. Supplies			2,445.43	
Drilling Supplies & Misc.			395.21	
Miscellaneous Expense			918.35	
Misc. Lumber & Hardware			1,121.78	
Chargeable Repairs			991.19	
Explosives			2,784.66	
Freight			183.55	
Bond 1%			577.09	
Home Office 1%			577.09	
				26,788.50
		Total Cost		$ 68,428.74

Oregon Coast Highway, Arch Cape Tunnel Section

REMARKS:

This contract was started Feb. 25, 1936, and up to Oct. 15, 1936, 40% of the work had been completed.

The clearing work was done with the aid of a gas donkey. All brush (including trees having butt diameters less than 3 inches) encountered in the clearing operations on the north side of the tunnel was used to construct a brush mattress in the marshy areas.

A cat and bulldozer were used to move part of the common excavation. Some of the material consisted of a soft blue clay, and when working on this the cat would get stuck repeatedly and could not operate at all during wet weather. Later the gas donkey equipped with a drag bucket was moved in, but when it failed to make much progress, it was hitched on the cat to pull it back up the grade. Later it became so muddy that a block had to be put on the rear of the cat and another on the hill. With the dead end on the cat this made a three line pull. It was also found necessary to run the haulback line from the donkey to a block on the front of the cat to help it down the grade. A shovel and truck were used to finish the portal cut on the north side. About 20,000 cu. yds. on the south end of the project have been moved by the sub-contractor, but has not been included in this report. The subgrade in the north portal cut and the fill of the common material is very unstable due to failure of the contractor to properly drain. This has resulted in inconveniencing the movement of the tunnel material.

The north portal timber set was started about June 1st, and four weeks were required to install it. After the portal set was in, about 2 feet of advance per day was made in the 230 feet of the timbered section. In the 200 feet of untimbered section that is completed, the contractor has averaged about 7 feet advance per day. From now on an average of about 10 feet advance can be expected, as the crew is more experienced and new equipment has been installed. About the first of October a new 1 cu. yd. Lima was brought to replace the old 3/4 yd. shovel. Also a new I.R. compressor and a diesel powered lighting plant have been installed. As the key equipment (drilling, mucking and lighting) is new, the operations ought to be more sustained than in the past, when such a minor piece of equipment as the lighting plant was responsible for a number of shutdowns. The unit cost of the tunnel excavation should be decreased to a very marked degree.

The supervision on the job has been very poor. It has been rumored that a change in superintendents is to be made. With an experienced superintendent, this job should be made to pay. It will take more than good supervision, however, to make it pay if the contractor is forced to train inexperienced men for his tunnel crew.

E. H. Clymer
Cost Analyst

By. . . Henry Jullum

#1815
x

3-087

September 12, 1936

GENERAL CASUALTY COMPANY OF AMERICA
MARYLAND CASUALTY COMPANY
Brisbine and Mansfield, Agent
337 S. W. Oak Street
Portland, Oregon

Gentlemen:

We have today received from the Secretary of State three copies of a notice of claim by the Chas. R. McCormick Lumber Company, Portland, Oregon, against the firm of Orino, Birkemeier and Saremal, for materials used in the construction of the Arch Cape Tunnel Section of the Oregon Coast Highway, in Clatsop County (State Highway Contract No. 1815), in the amount of $13,699.84.

This notice is being sent you inasmuch as you are named as sureties on the bond furnished by the contractor. Notice is also being sent to the contractor.

Very truly yours,

Secretary

MBL
Encl.

cc - Orino, Birkemeier & Saremal

September 12, 1936

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of September 10, enclosing three copies of a notice of claim by Chas. R. McCormick Lumber Company for $16,699.84 against the bond taken from Orino, Birkemeier & Sereual for work on the Arch Cape Tunnel Section of the Oregon Coast Highway, being State Highway Contract No. 1815.

Copy of this notice is being sent to the contractor and to the sureties on his bond.

Very truly yours,

Secretary

MBL

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
SEP 12 1936
OREGON
STATE HIGHWAY COMMISSION

September 10, 1936

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by Chas. R. McCormick Lumber Company for $13699.84 against the bond taken from Orino, Birkemeier & Saremal, principals, and General Casualty Company of America and Maryland Casualty Company, sureties, for work on the Arch Cape Tunnel section of the Oregon Coast Highway, contract No. 1815, which has been filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S FM
encs. 3

COPY

CHAS. R. MC CORMICK LUMBER CO.
of Delaware

McCormick Terminal
Foot of Irving Street
Portland, Oregon

September 9, 1936

Honorable Earl Snell, Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, the Chas. R. McCormick Lumber Company, has a claim for creosoted and other materials in the sum of $13,699.84 against the General Casualty Company of America and the Maryland Casualty Company for whom Brisbine & Mansfield at 337 S.W. Oak Street, Portland, are resident agents.

Our claim is for material used in the construction of the Arch Cape Tunnel section of the Oregon Coast Highway in Clatsop County, contract #1815. This contract was awarded to Orino, Birkemeier & Saremal.

Yours very truly,

CHAS. R.Mc CORMICK LUMBER CO.

By C. W. Phellers
AUDITOR

CWP:W

#181

X

180-E

September 10, 1936

Orino, Birkemeier & Saremai
Booneville, Oregon

Gentlemen:

This letter is to inform you that we have today received information from the Charles R. McCormick Lumber Company to the effect that you are indebted to them in the sum of $13,699.84 for materials furnished you in connection with your Arch Cape Tunnel Contract No. 1815.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:MM

cc - Brisbine & Mansfield
Lewis Building
Portland, Oregon

September 10, 1936

Charles R. McCormick Lumber Company
618 N. W. Front Street
Portland, Oregon

Gentlemen:

This acknowledges receipt of a carbon copy of your letter of September 9 directed to Honorable Earl Snell, Secretary of State, advising that you have a claim in the amount of $13,699.84 against the bond of Orino, Birkemeier & Saremai which was furnished in connection with their contract No. 1815 with the State Highway Commission for the construction of the Arch Cape Tunnel Section of the Oregon Coast Highway in Clatsop County.

It is noted that you have also sent a copy of this letter to Brisbine & Mansfield, Agents for the General Casualty Company of America and the Maryland Casualty Company which wrote the bond.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

RECEIVED
SEP 10 1936
OREGON
COMMISSION

September 9, 1936

Honorable Earl Snell, Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, the Chas, R. McCormick Lumber Company, has a claim for creosoted and other materials in the sum of $13,699.84 against the General Casualty Company of America and the Maryland Casualty Company for whom Brisbine & Mansfield at 337 S. W. Oak Street, Portland, are resident agents.

Our claim is for material used in the construction of the Arch Cape Tunnel section of the Oregon Coast Highway in Clatsop County, contract #1815. This contract was awarded to Orino, Birkemeier & Saremal.

Yours very truly,

CHAS. R. McCORMICK LUMBER CO.

By C W Pierce

AUDITOR

CWP:W

cc-H. B. Glaisyer, Secretary,
Oregon State Highway Commission
cc-Brisbine & Mansfield,
337 S. W. Oak Street
Portland, Oregon

180-E

August 26, 1936

Chas. R. McCormick Lumber Company,
Foot of Irving Street,
Portland, Oregon.

Attention: C. W. Phillips, Auditor.

Gentlemen:

Receipt is acknowledged of your letter of August 25th concerning Orino, Birkemeier & Saremal, contractors.

We assume you have reference to their contract No. 1815 for the construction of the Arch Cape Tunnel Section of the Oregon Coast Highway in Clatsop County.

The bond furnished in connection with this contract was written by the General Casualty Company of America and the Maryland Casualty Company for whom Bridbine & Mansfield who have offices at 337 S. W. Oak Street, Portland, are resident agents.

The amount of the contract is $166,904.00 and the date of completion is February 28, 19[illegible].

Very truly yours,
STATE HIGHWAY COMMISSION
By

Secretary.

Dict. by J. McFarland.

SEATTLE POR[illegible] LOS ANGELES SAN FRANCISCO

Chas. R. McCormick Lumber Co.
OF DELAWARE

GEORGE A. POPE, PRESIDENT
CHARLES L. WHEELER, EXECUTIVE VICE PRES.
F. C. TALBOT, VICE PRES. & ASST. TO PRESIDENT
JAS. S. BROWN, SECRETARY-TREASURER

CABLE ADDRESS "McCORMICK"

McCORMICK TERMINAL
FOOT OF IRVING STREET
Portland, Oregon

MILLS AT
ST HELENS, OREGON
PORT GAMBLE, WASH.
PORT LUDLOW, WASH.
CREOSOTING PLANT
ST HELENS, OREGON

[illegible]
AUG 26 1936
OREGON

August 25, 1936

State Highway Department
Salem, Oregon

RE: ORINO, BERKEMIER & SARAMEL
TOLOVANO PARK, OREGON

Gentlemen:

The above concern is not paying us for creosoted material furnished them for their contract with the State.

We would, therefore, be pleased to have you furnish us with detailed information concerning bond furnished you so that we may be in position to file claim with you for their account.

Your promptness will be appreciated.

Yours very truly,

CHAS. R. McCORMICK LUMBER CO.

By C. W. Phillips
AUDITOR

CWP:W

900 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

180-E

August 20, 1936

IN REPLY PLEASE REFER TO FILE NO.
4-1009

Mr. Wm. Seremal,
Orino, Birkemeier & Seremal Co.,
Contractors,
Tolovana Park, Oregon.

Dear Sir:

On a recent inspection of the Arch Cape tunnel work, the matter of shooting and timbering in the tunnel was discussed, with particular reference to the dangerous condition obtaining at this time. It was Mr. Benedict's opinion that the timbering should be carried up close to prevent cave-ins, which could not be properly blocked and filled and might even be impossible to control. To prevent against this possibility, it was thought best to limit the shooting to such depth in the heading as could be adequately supported.

You were instructed by Mr. H. G. Smith at the time to conduct your work in accord with the instructions of the resident engineer in this respect. You will please carry your tunnel operations ahead with the sill drift method, as outlined by Mr. Benedict and under his direction as to the timbering and shooting, until such time as he deems it safe to change.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith
A. V. Benedict

State Highway Engineer

300 3-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER

SALEM

180-E

August 20, 1936

IN REPLY PLEASE
REFER TO FILE NO.

4-1009

Mr. Wm. Saremal,
Orino, Birkemeier & Saremal Co.,
Contractors,
Tolovana Park, Oregon.

Dear Sir:

On a recent inspection of the Arch Cape tunnel work, the matter of shooting and timbering in the tunnel was discussed, with particular reference to the dangerous condition obtaining at this time. It was Mr. Benedict's opinion that the timbering should be carried up close to prevent cave-ins, which could not be properly blocked and filled and might even be impossible to control. To prevent against this possibility, it was thought best to limit the shooting to such depth in the heading as could be adequately supported.

You were instructed by Mr. H. G. Smith at the time to conduct your work in accord with the instructions of the resident engineer in this respect. You will please carry your tunnel operations ahead with the sill drift method, as outlined by Mr. Benedict and under his direction as to the timbering and shooting, until such time as he deems it safe to change.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith
A. V. Benedict

Highway Engineer

FORM 8-A-1 10M 4-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

180-E

July 20th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. F. B. Eason
Division Engineer
Office

MEMORANDUM

State Highway Engineer

Dear Sir:

In regard to Mr. Benedict's letter of July 11th, concerning the tunnel job.

I have taken this up with the Bureau of Public Roads and find that the date of submission of payrolls cannot be changed. I would advise that Thursday be a holiday and Sunday a work day. Other contractors usually pay on Saturday evening and keep their payrolls up to date which allows them to submit them early the following week.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By Ray Webber

Ray Webber
Labor Regulation Engineer

RW:AE

cc to: R. H. Baldock ✓
H. G. Smith
A. V. Benedict

180-E

July 18, 1936

Mr. A. V. Benedict
Resident Highway Engineer
Cannon Beach, Oregon

Dear Sir:

Reference is made to your letter of July 16th concerning the employment by the contractor of one Joe Pearson.

From your letter, we judge that the matter referred to is simply a squabble between the contractor and the employment agency, and as the agency appears to have been cooperating up to this time by certifying men selected by the contractor, we think that the contractor is making a mistake by disturbing this amicable relation over so unimportant a matter. If the employment of Joe Pearson does not meet with the approval of the agency, our advice to the contractor would be to let Pearson go and employ someone who is acceptable to the agency.

The Bureau of Public Roads permits the application of the provision referred to in your letter only when the contractor obtains a letter from the employment agency acknowledging that qualified labor is not available locally and cannot be furnished by the agency. Under the circumstances, we presume that the contractor would have some difficulty in obtaining such a letter.

Inasmuch as Pearson has not been certified, it will be necessary to carry him on the pay roll under classification No. 1

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:GS

cc Mr. F. D. Eason
Mr. Ray Webber

FORM 8-A-1 10M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

Cannon Beach
July 16, 1936

IN REPLY PLEASE REFER TO FILE NO.

F.A. 180 E
Contr. 1815

RECEIVED
JUL 17 1936
DIVI

S.H.Probert, Office Engineer,

Oregon State Highway Commission,

Salem, Oregon.

Re : Labor Relations

Dear Sir:

Orino, Birkemeier & Saremal Co. have been having considerable difficulty since tunnel work has been actually under way, in securing competent men as miners and timbermen. Most men sent out by the designated employment agency either take one look and refuse to go to work, or work only a short time and quit. In almost all cases they have been incompetent.

Nearly all the miners who are now working have been referred to the employment agency by the contractor, then certified to the job. Now they have a man, Joe Pearson of Portland, whom the employment office is refusing to clear because of misinformation as to residence furnished in the first request, later explained. When I raised the question of the man's eligibility to work pending the outcome of the argument, they claimed exemption on all this class of labor under the terms of the contract, the provision referred to being under "Selection of Labor"; the third paragraph on page 2 of the blue sheets in the special provisions of the contract.

It seems to me that, under this provision, the man would be exempt. I am allowing him to remain on the job, with eligibility in question, until the matter can be referred to your office. Would men under this provision go on the payroll under classification #1 or #4?

Very truly,

A.V. Benedict

A.V.Benedict

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon Proj. 180-E

July 2, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

L Caufield

By L. J. Caufield
Highway Engineer

Encls.

Jor

Hwy 28489

Form P. R. 2
State Oregon
Project No. 180, Section B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of April, 1936

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of September, 1932, a project statement, which was approved by the Secretary on the 9th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the [illegible] day of January, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

one hundred fourteen thousand, five and 58/100

dollars ($114,005.58) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State Chap. 175, laws 1917; Chap. 31, laws 1920 (Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 496+20 in the NW 1/4, Sec. 31, T. 4 N., R. 10 W., W.M., and Survey Station 530+50 at the south end of Section A of said project in the NW 1/4, Sec. 30, T. 4 N., R. 10 W., W.M.

, length 0.649 of a mile~~s~~, in Clatsop County, being Section B of Oregon project No. 180, consisting of 0.618 of a mile~~s~~ of roadway and one bridge~~s, each~~ of more than 20 feet clear span, 0.031 of a mile in length, known locally as the Oregon Coast Highway between official control points, a point on the Federal Aid Route near Wheeler and Cannon Beach on F. A. Route No. 28.

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 496+20 in the NW 1/4, Sec. 31, T. 4 N., R. 10 W., W.M., and Survey Station 530+50 at the south end of Section A of said project in the NW 1/4, Sec. 30, T. 4 N., R. 10 W., W.M.

, length 0.649 of a miles, in Clatsop County, being Section B of Oregon project No. 180, consisting of 0.618 of a mile~~s~~ of roadway and one bridges~~, each~~ of more than 20 feet clear span, 0.031 of a mile in length known locally as the Oregon Coast Highway between official control points, a point on the Federal Aid Route near Wheeler and Cannon Beach on F. A. Route No. 28.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section E of said project shall not in any event exceed the sum of one hundred fourteen thousand, five and 58/100 dollars ($114,005.58), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred eighty-six thousand, eight hundred ninety-four and 40/100 dollars ($186,894.40), the approved total estimated cost of Section E of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chap. 41, laws 1927

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 17th day of June, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By F L TouVelle
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

SECRETARY OF AGRICULTURE,
By L. E. Boykin
Acting Chief, Bureau of Public Roads.

8—3513

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 180-E, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $186,894.40 as the total estimated cost of said project, and the sum of $114,005.58 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 17th day of June one thousand nine hundred and Thirty-six

SECRETARY OF AGRICULTURE,

By R. E. Boykin
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8—4839

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

18[illegible]-E

June 22nd, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. F. D. Eason
Assistant Division Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

In regard to the letter of Orino, Birkemeier & Saremel that they expect extra compensation for extending the open cut of the tunnel portal.

Please arrange to discuss this further with Mr. Saremel and endeavor to get his bill on a reasonable basis. It may be that he has been put to some unnecessary expense in sloping and moving the shovel back into the cut, but please discuss this thoroughly with him and show him how to prepare his claim. You need not approve any particular items or amounts, but leave the matter open for Mr. Baldock's approval.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 2-K-1 1500 3-35

COMMISSIONERS:
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

180-C

June 10, 1936

Mr. W. E. Chandler
Division Engineer
Office

Dear Sir:

Herewith we return to you proposed subcontract between Orino, Berkemeir & Seramel, parties of the first part, and R. W. Summit, party of the second part, for grading on the Arch Cape Tunnel project, Contract No. 1815.

This proposed subcontract is approved by us as to form.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

Enclosure
JWD:AW

cc Mr. R. H. Baldock ✓
Mr. H. G. Smith

NOTED
State Highway Engineer

FORM 5-B-1 1M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. E. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

180-8

June 8, 1936.

IN REPLY PLEASE REFER TO FILE NO.

NOTED 4-1009
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. J. M. Devers.

Dear Sir:

There is attached hereto for your approval as to form a proposed subcontract between Orino, Berkemeir & Saramel, parties of the first part, and R. N. Summit, party of the second part, for grading on the Arch Cape Tunnel project, Contract No. 1815. The total consideration of this agreement amounts to only 9.41 per cent of the total contract amount, so that it is well within the 20 per cent allowable.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AH
cc R. H. Baldock
H. G. Smith

FORM 5-5-1 500 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

180-E

June 4, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith.

Dear Sir:

Attached is a copy of a letter from the Orino, Birkemeier & Sarenal Company requesting compensation for the full cost of the work included in the change of the north portal of the Arch Cape Tunnel.

This work was authorized on the ground by Mr. Baldock and yourself, but no written agreement was entered into, as the change was thought to be covered by our general contract agreement. I think the cost of this extra work has been greater than would have been the case had it been included with the original portal excavation, so they may justly be entitled to some extra compensation. Please give us your advise as to what should be done in this matter.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock ✓

C
o
p
y

Tolovana Pafk, Oregon

May 20, 1936.

Mr. A. V. Benedict,
Resident Engineer,
Arch Cape Tunnel F.A.P. 180-E

Dear Sir:

On May 1st, 1936, we had completed the cut to Sta. 515 plus 90 ready to start sill drifts, but on account of mucky material under the west sill it was decided to suspend operations until further notice.

On May 12th, we were ordered to continue the open cut to Sta. 515plus 70. On account of excavating and resloping additional twenty feet of the forty foot cut it is impractical to use equipment already on the job to an advantage, necessitating a great amount of unanticipated costly hand labor. Therefore, we are keeping an accurate cost of resloping and moving the additional yardage, expecting to be compensated for any additional expense and additional time caused by the above mentioned change.

Very truly yours,

ORINO, BIRKEMEIER & SAREMAL CO.

By: Wm. Saremal.

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
APR 7 1936
STATE

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon 180-E

April 6, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Jm

Encls.

180-E

April 1, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We have your letter of March 25th, relative to the type of preservative treatment to be used on the timber tunnel lining to be constructed on the Arch Cape Tunnel Project, Federal Aid Project 180-E.

The standard preservative oil treatment is to be used throughout.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAR 30 1936
OREGON

March 25, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon Federal Aid Project No. 180-E, the Arch Cape Tunnel, for which bids were received and contract awarded February 6, 1936.

On page 7 of the special provisions is this statement, "Which of the two types of treatment is to be used will be determined by the State Highway Commission after it has had opportunity to consider the alternate bids which are to be received as hereinafter specified."

The low bidder submitted the same unit price for preservative oil and Wolman Salts treatment, and we would appreciate advice as to which treatment is to be used.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

March 25, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon Federal Aid Project No. 180-E, the Arch Cape Tunnel, for which bids were received and contract awarded February 6, 1936.

On page 7 of the special provisions is this statement, "Which of the two types of treatment is to be used will be determined by the State Highway Commission after it has had opportunity to consider the alternate bids which are to be received as hereinafter specified."

The low bidder submitted the same unit price for preservative oil and Wolman Salts treatment, and we would appreciate advice as to which treatment is to be used.

Very truly yours,

W. H. LYNCH
District Engineer

180-E

March 19, 1936

Orino, Birkemeier & Saremal
Box 752
Bonneville, Oregon

Gentlemen:

We are forwarding to you today by express a fully executed copy of contract no. 1815, awarded to you on February 6, 1936, for thegrading of 0.62 mile in the Arch Cape Tunnel Section of the Oregon Coast Highway in Clatsop County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

DP

180-E

March 10, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Arch Cape Tunnel Section, F. A. Project No. 180-E.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

180-E

March 10, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Arch Cape Tunnel Section, F. A. Project No. 180-E.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 190-B

ARCH CAPE TUNNEL SECTION IN THE
OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 5, 1936

Roadwork

All Required		Clearing and Grubbing		$ 4,000.00
300	cu. yds.	Trench Excavation	$ 2.00	600.00
25,000	cu. yds.	Common Excavation	0.30	7,500.00
5,000	cu. yds.	Solid Rock Excavation	1.00	5,000.00
31,000	cu. yds.	Tunnel Excavation	3.50	108,500.00
80,000	yd. sta.	Overhaul	0.02	1,600.00
10,500	yd. mi.	Truck Haul	0.20	2,100.00
0.38	mile	Finishing Roadbed and Slopes	300.00	114.00
300	M-FBM	Lumber in Tunnel Lining, Preservative Oil Treatment	70.00	21,000.00
230	cords	Cord Wood Packing	3.00	690.00
27	M-FBM	Untreated Lumber in Tunnel Lining	35.00	945.00
162	cu. yds.	Class "A" Concrete	23.00	3,726.00
10,000	lbs.	Metal Reinforcement	0.055	550.00
300	lin. ft.	8" Perforated Concrete Pipe	0.60	180.00
80	lin. ft.	12" Corr. Iron Pipe, Protected Invert	1.50	120.00
100	lin. ft.	18" Corr. Iron Pipe, Protected Invert	2.25	225.00
1	only	Concrete Catch Basins	35.00	35.00
15	cu. yds.	Rock Backfill in Drains	1.00	15.00
3,000	cu. yds.	Overbreak in Tunnel (Special Provisions)	1.00	3,000.00
			Subtotal	$ 159,900.00
			10% Engr. & Cont.	15,990.00
			Total	$ 175,890.00

Bridge

1,260	lin. ft.	Treated Trestle Piling	$ 1.00	$ 1,260.00
32	M-FBM	Treated Lumber in Bridge	75.00	2,400.00
18	cu. yds.	Class "A" Concrete	23.00	414.00
130	cu. yds.	Class "D" Concrete	24.00	3,120.00
32,000	lbs.	Metal Reinforcement	0.055	1,760.00
350	lin. ft.	Composite Handrail	3.00	1,050.00
			Subtotal	$ 10,004.00
			10% Engr. & Cont.	1,000.40
			Total	$ 11,004.40

Length of Roadwork 0.618 mile
" " Bridge 0.031 "
Total Length 0.649 "
Cost per mile, Roadwork $284,611.65

Item	Total cost	Federal Aid Funds	State Funds
Roadwork	$ 175,890.00	$ 107,292.90 (61%)	$ 68,597.10
Bridge	11,004.40	6,712.68 (61%)	4,291.72
	$ 186,894.40	$ 114,005.58	$ 72,888.82

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

FORM 8-A-1 8M 9-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

180-3

March 5, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. John M. Pipes,
Attorney At Law,
Yeon Bldg.,
Portland, Ore.

NOTED
State Highway Engineer

Dear Sir:

In reply to yours of March 3rd, I am happy to advise that in the designing of the bridge across Arch Cape Creek, provisions were made to carry Webb Street under the Bridge. This will give the property East of the road access to the beach without crossing or interfering with traffic.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock

FORM 3-A-1 5M 9-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

180-3

March 5, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. John M. Pipes,
Attorney At Law,
Yeon Bldg.,
Portland, Ore.

NOTED
State Highway Engineer

Dear Sir:

In reply to yours of March 3rd, I am happy to advise that in the designing of the bridge across Arch Cape Creek, provisions were made to carry Webb Street under the Bridge. This will give the property East of the road access to the beach without crossing or interfering with traffic.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock

180-5

March 2, 1936.

Brisbine & Mansfield
337 S. W. Oak Street
Portland, Oregon

Gentlemen:

In conformance with letter of February 11, 1936, from Orino, Birkemeier and Saremal, we are sending to you today, by express, four copies of State Highway Contract No. 1815 which was awarded on February 6 to the above-named contractors for the construction of 0.62 mile grading on the Arch Cape Tunnel Section of the Oregon Coast Highway in Clatsop County.

Will you please execute all four copies of this contract as to agreement and bond and return them to this office for the approval of the State Highway Commission. When this is done, a fully executed copy will be returned to you for your files. An executed copy will also be furnished the contractors.

Your special attention is called to the provision under Section 5 of the General Provisions relating to the Workmen's Compensation Act. The contractor is expected to accept the terms of this act and to carry on his work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page entitled "Additional Special Provisions", relating to payment by the contractor of amounts due hospital associations, etc., and immediately following page 26 of the mimeographed "Special Provisions".

Very truly yours,

Secretary

MBL

FLOYD E. BRISBINE

CHAS. A. MANSFIELD
BELLWOOD [illegible]

BRISBINE & MANSFIELD
SURETY BONDS — GENERAL INSURANCE
GROUND FLOOR LEWIS BLDG., 337 S. W. OAK ST.
PORTLAND, OREGON
ATWATER 2666

RECEIVED
FEB 1[illegible] 1936

February 11, 1936

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Confirming our telephone conversation, will you please send the contract and bond books on the Arch Cape Tunnel Section to the office of Brisbine & Mansfield, 337 SW Oak Street, Portland, Oregon? Thank you.

Yours very truly

ORINO, BIRKEMEIER & SAREMAL

By Dan Birkemeier

N

180-E

MAR 2 1936

CROSSETT WESTERN COMPANY

MANUFACTURERS OF

DOUGLAS FIR AND WESTERN HEMLOCK

CROSSETT-WATZEK-GATES INDUSTRIES

CROSSETT WESTERN CO., WAUNA & KNAPPA, OREGON
CROSSETT CHEMICAL COMPANY, CROSSETT, ARKANSAS
JACKSON LUMBER COMPANY, LOCKHART, ALABAMA

DOUGLAS FIR
WESTERN HEMLOCK

CROSSETT LUMBER COMPANY, CROSSETT, ARKANSAS
FORDYCE CROSSETT SALES CO, CHICAGO, ILLINOIS
FORDYCE LUMBER COMPANY, FORDYCE, ARKANSAS

WAUNA, OREGON

February 28, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Mr. Baldock:

Thanks for your letter of February 24th with reference to the pressure treated timbers for the Arch Cape tunnel lining.

You received copy of our February 21st letter to the contractors, Orino, Birkemeier & Faremal, and in response thereto they advised that their definite order for the tunnel timbers had been placed February 10th for creosote treatment and that it was thus too late to accord Wolman Salts treatment further consideration. It is naturally sincerely regretted by us that our inability to offer the required early shipment sooner than we did prevented this business from coming our way.

It may interest you to know that so unexpectedly heavy has been the recent demand for Wolmanized products that we have started negotiations for doubling our treating capacity here.

We are sincerely appreciative of your having specified Wolman Salts as alternate to creosote for the above project and with the increased capacity we will soon have, are in hopes that your similar recognition of our treatment in specifications for future projects will enable us to comply with any shipping requirements that may be laid down.

Yours truly,

CROSSETT WESTERN COMPANY

By
W. [illegible]ow, Sales Manager.

(Copy sent to Mr. Cabell 3/3/36)

W[illegible].C

cc - Mr. L. F. de Pomeroy,
Portland, Ore.

WOLMANIZED LUMBER
PRESSURE PROCESSED FOR PERMANENCE
DEFENSE AGAINST TERMITES AND DECAY
CLEAN, ODORLESS, NON-LEACHABLE, NON-CORROSIVE

3-081

February 24, 1936

Crossett Western Company
Wauna, Oregon

Attention W. S. Morrow, Sales Manager

Gentlemen:

Responding to your communication of February 21, with relation to the lining of the Arch Cape Tunnel, advise that the question of the materials to be used in the lining was left entirely to the contractors, Orino, Birkemeier & Seremal, who are to advise us in writing of their selection. They have not done so as yet.

Very truly yours,

State Highway Engineer

RHB:HI

cc Mr. H. G. Smith

CROSSETT WESTERN COMPANY
MANUFACTURERS OF
DOUGLAS FIR AND WESTERN HEMLOCK
CROSSETT-WATZEK-GATES INDUSTRIES

CROSSETT WESTERN CO., WAUNA & KNAPPA, OREGON
CROSSETT CHEMICAL COMPANY, CROSSETT, ARKANSAS
JACKSON LUMBER COMPANY, LOCKHART, ALABAMA

CROSSETT LUMBER COMPANY, CROSSETT, ARKANSAS
FORDYCE CROSSETT SALES CO., CHICAGO, ILLINOIS
FORDYCE LUMBER COMPANY, FORDYCE, ARKANSAS

WAUNA, OREGON

RECEIVED
FEB 24 1936
OREGON
STATE HIGHWAY COMMISSION

February 21st, 1936.

Mr. R. H. Baldock,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Baldock:

You will, we think, be interested in attached copy of our even date letter to Orino, Birkemeier & Faremal, contractors for the Arch Cape Tunnel project.

Revision of shipping requirements in connection with several of the large treated lumber orders on which we are working has fortunately permitted us to reserve ample treating capacity to care for all the treated tunnel stock for this Arch Cape project, as quickly as contractors may be able to install, as is indicated in attached. This development is so much at ~~varage~~ variance with what we have previously indicated to yourself and Judge Boyington, particularly in our February 1st wire to you, that we thought you would appreciate knowing of our greatly improved status as regards this particular project and it is our sincere hope, as result, that our today's letter to contractors may cause them to entrust us with their order. Naturally, any good word you may direct to them along that line will have our heartiest appreciation.

Yours truly,
CROSSETT WESTERN COMPANY
By
W.S.Morrow, Sales Manager

WSM:RT
enc.
cc Mr. L. F. de Pomeroy

WOLMANIZED LUMBER
PRESSURE PROCESSED FOR PERMANENCE
DEFENSE AGAINST TERMITES AND DECAY
CLEAN, ODORLESS, NON-LEACHABLE, NON-CORROSIVE

CROSSETT WESTERN COMPANY
MANUFACTURERS OF
DOUGLAS FIR AND WESTERN HEMLOCK
CROSSETT-WATZEK-GATES INDUSTRIES

CROSSETT WESTERN CO., WAUNA & KNAPPA, ORE.
ALES CREEK LOGGING COMPANY GLENWOOD, OREGON
CKSON LUMBER COMPANY LOCKHART, ALABAMA

DOUGLAS FIR
WCO
WESTERN HEMLOCK

CROSSETT LUMBER COMPANY, CROSSETT, ARKANSAS
CROSSETT TIMBER & DEVELOPMENT CO., BASTROP, LA.
FORDYCE LUMBER COMPANY FORDYCE, ARKANSAS

WAUNA, OREGON

RECEIVED
FEB 24 1936
OREGON
STATE HIGHWAY COMMISSION

February 21st, 1936.

Orino, Birkemeier & Faremal,
Contractors,
Bonneville, Oregon.

Gentlemen:

Due to a re-arrangement of shipping requirements on the various treated lumber orders now on our books, we hasten to advise that it will now be possible for us to definitely commit ourselves to much earlier shipment than was indicated in our February 13th letter, on the pressure treated Douglas Fir lumber and timbers required for the Arch Cape Tunnel project.

We are now in position to definitely commit ourselves to start shipment in 30 days from date of receipt of your order here, and to continue shipments at the rate of 75M BF per week until the order is completed. That represents maximum shipping possibilities. Naturally, should you not desire the lumber that soon or that quickly, we would be glad to slow up to such extent as you instructed. All of this pressure treated stock for the tunnel lining is for ground contact and must undergo a 30 day air seasoning here before shipment, to insure firm salts fixation. Our new commitment herein therefore implies that immediately upon receipt of your order we could commence manufacture and treatment of the stock. We have been manufacturing lumber at this point for the past 22 years and have a reputation for conservative shipping promises which we rarely fail to fulfill. We mention this so that you may know that you may completely disregard what we have indicated here-to-fore and accept what is herein stated as being a conservative and true reflection of what you could expect of us now.

Our Portland representative, Mr. de Pomeroy, has undoubtedly already covered the above by telephone to you today but we have thought best to formally confirm in order that there might be no apprehension on your part.

Mr. Cabell, Chairman of the Oregon State Highway Commission, also Mr. Baldock, State Highway Engineer, also Judge Boyington of Clatsop County, have all expressed a desire to see WOLMANIZED lumber enter into this Arch Cape Tunnel project. Aside from that, we think

SHEET NO. -2-

TO Orino, Birkemeier & Faremal

FROM CROSSETT WESTERN COMPANY.

you too would be enthusaistic over it, because of its ease and efficiency of handling due to its clean and odorless exterior. The fact that it is fire retardant is also a vital point with such a project. The fact that it is also as readily paintable as untreated lumber is a point which has caused County Judge Boyington to hope you will use it, because it is his belief that when the funds can later be made available, all timbers in the tunnel will be painted white to improve vision. For all of these reasons and because we are now able to provide you with deliveries as early as we believe you would have need for, it is hoped you may see fit to favor us with your formal order for all pressure treated stock required for the tunnel project, that we may start production and treatment without loss of time.

Appreciating your consideration, we remain

Yours truly,

CROSSETT WESTERN COMPANY

By
W.S.Morrow,Sales Manager

WSM:AF

cc Mr. R. H. Baldock,
Oregon State Highway Commission,
Salem, Oregon.

cc Mr. L. F. de Pomeroy

FORM S-A4 5M 1-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

180-5

February 18th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. B. Early
Portland Public Market
800 Southwest Front Avenue
Portland, Oregon

Dear Sir:

The date of completion of the Arch Cape Tunnel is December 31st, 1936. The balance of the work will be contracted from time to time as funds are available. Practically all of our funds for the last several years have been received from the Federal Government as the State Highway Department only has sufficient funds to meet their fixed charges, their maintenance and match the Federal aid. Therefore, the progress enclosing the gap is entirely dependent upon the amount of Federal aid which we receive and also whether any more of the relief funds will be forthcoming. It is quite doubtful if we will receive any of the latter funds, and it is even possible that the Federal aid may be deferred for one year.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

RECEIVED
FEB 19 1936
OFFICE
STATE HIGHWAY [illegible]

February 17, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of revised plan for the Arch Cape Tunnel, Oregon F.A.P. 180-E.

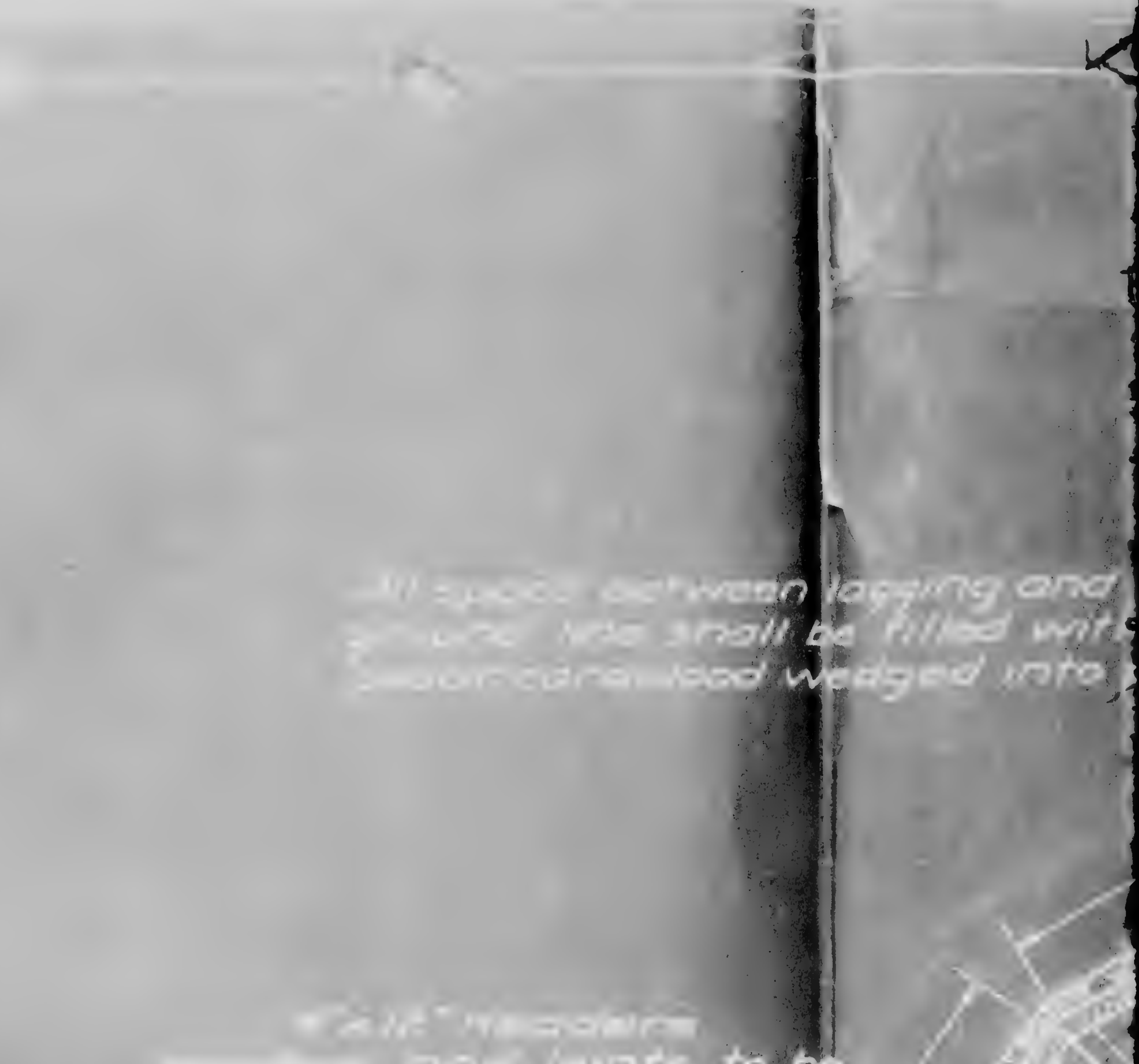
We find the dimensions satisfactory providing the note "profile grade" is deleted and radial lines shown from point of tangency in accordance with drawing we are returning herewith. We have noted our prints to conform.

Very truly yours,

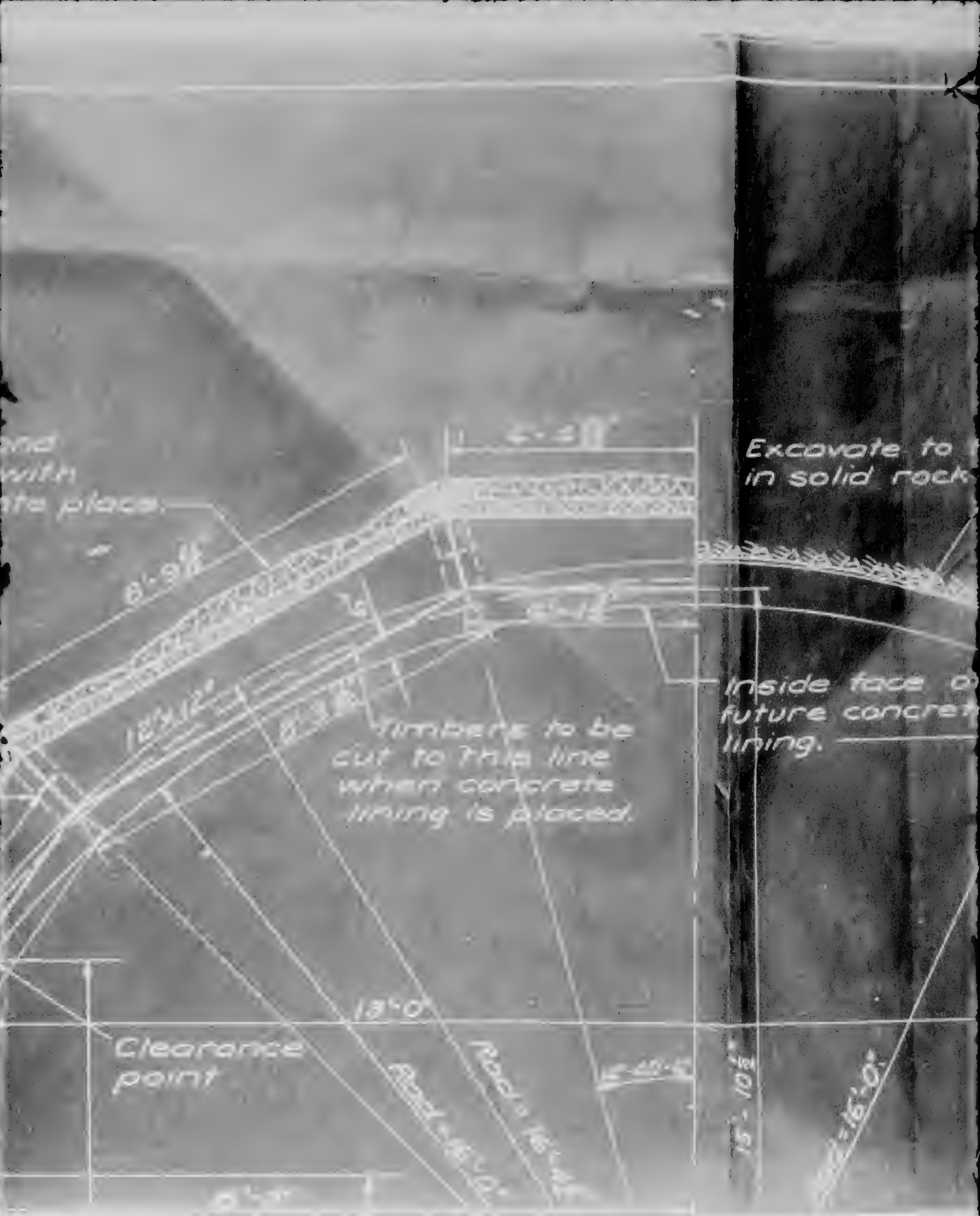
W. H. LYNCH
District Engineer

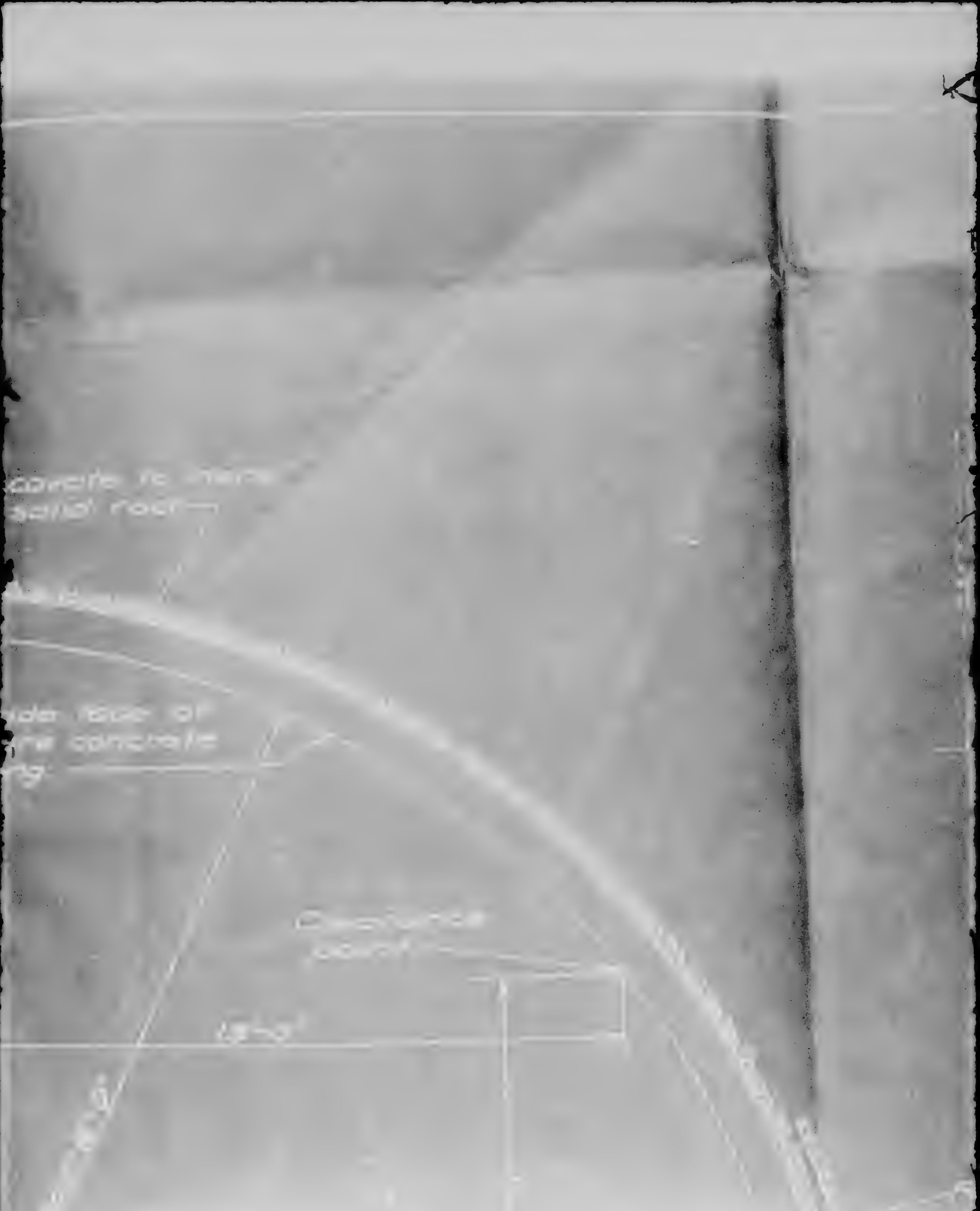
By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

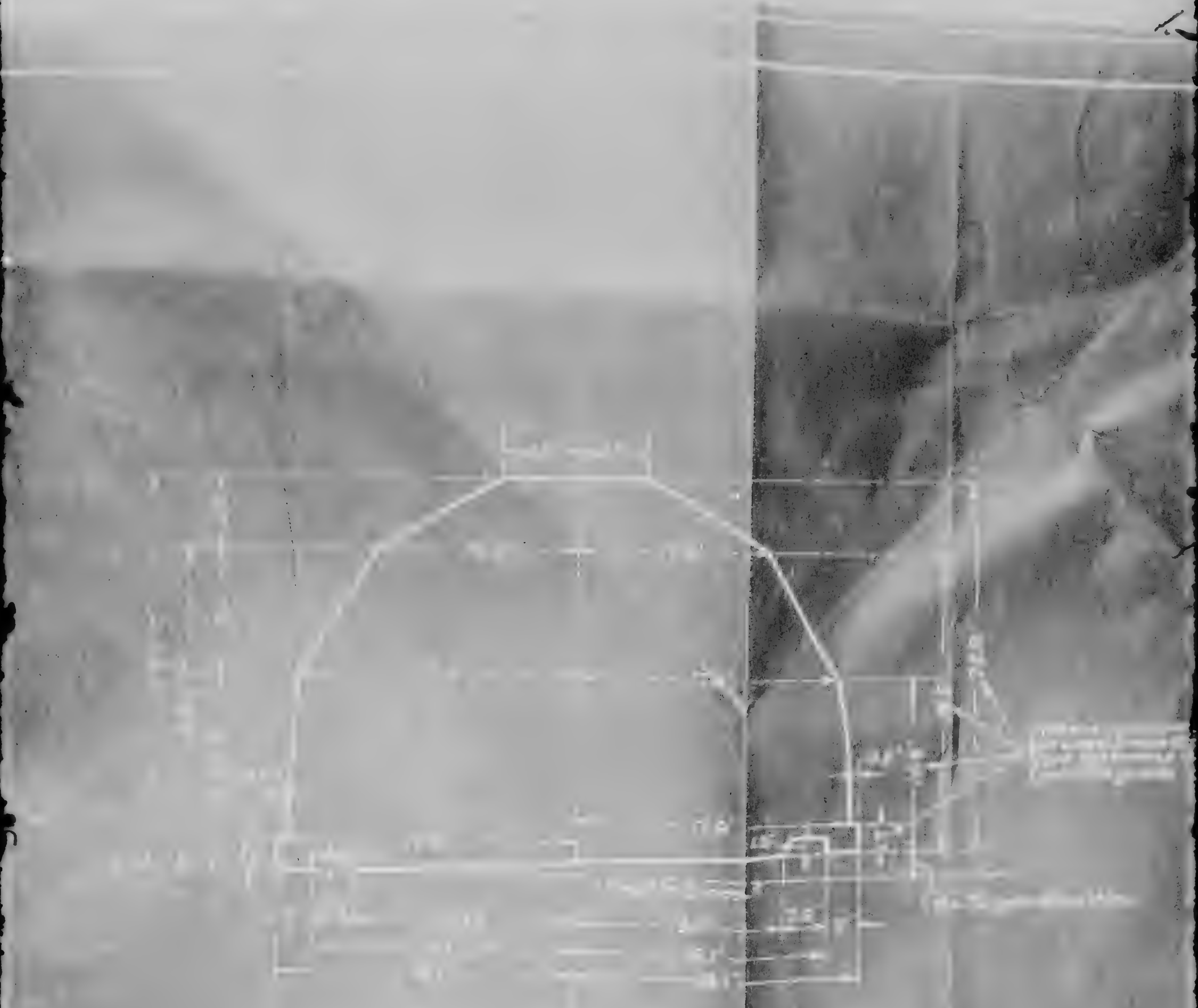
Encl.



All space between lagging and
ground line shall be filled wit
[illegible] hardwood wedged into
4"x 12" headers
lagging and joints to be
nailed with 40d nails,
4 nails each end each piece
[illegible] lagging
as directed by
the engineer
Cedar blocking
driven tight at
each joint

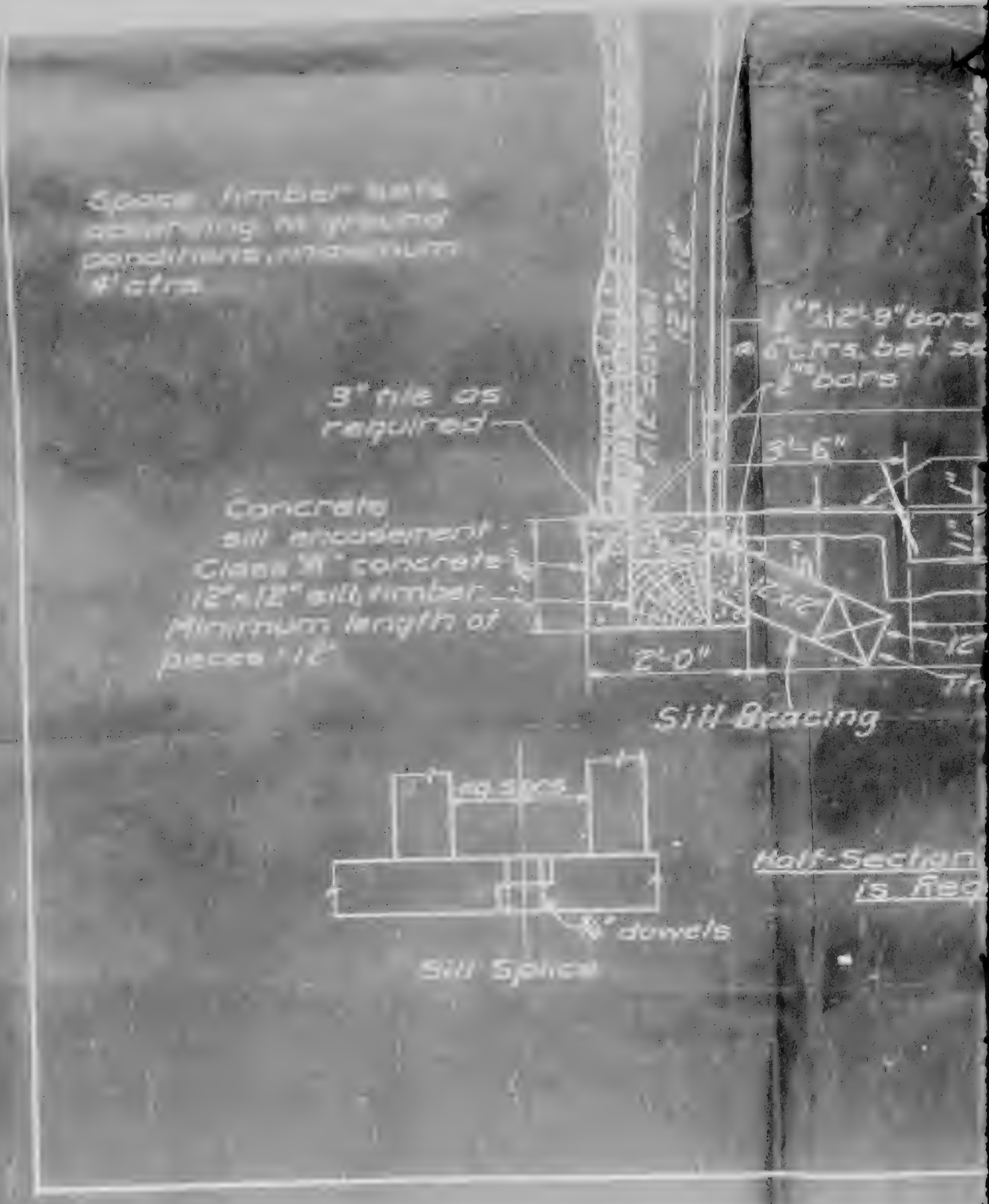

and
with
ate place.
4'-3½"
6'-9½"
18x12"
6'-3½"
Timbers to be
cut to this line
when concrete
lining is placed.
Excavate to
in solid rock
Inside face o
future concret
lining.
13'-0"
Clearance
point
Rad = 16'-0"
Rad = 16'-4½"
15'-10½"
16'-0"

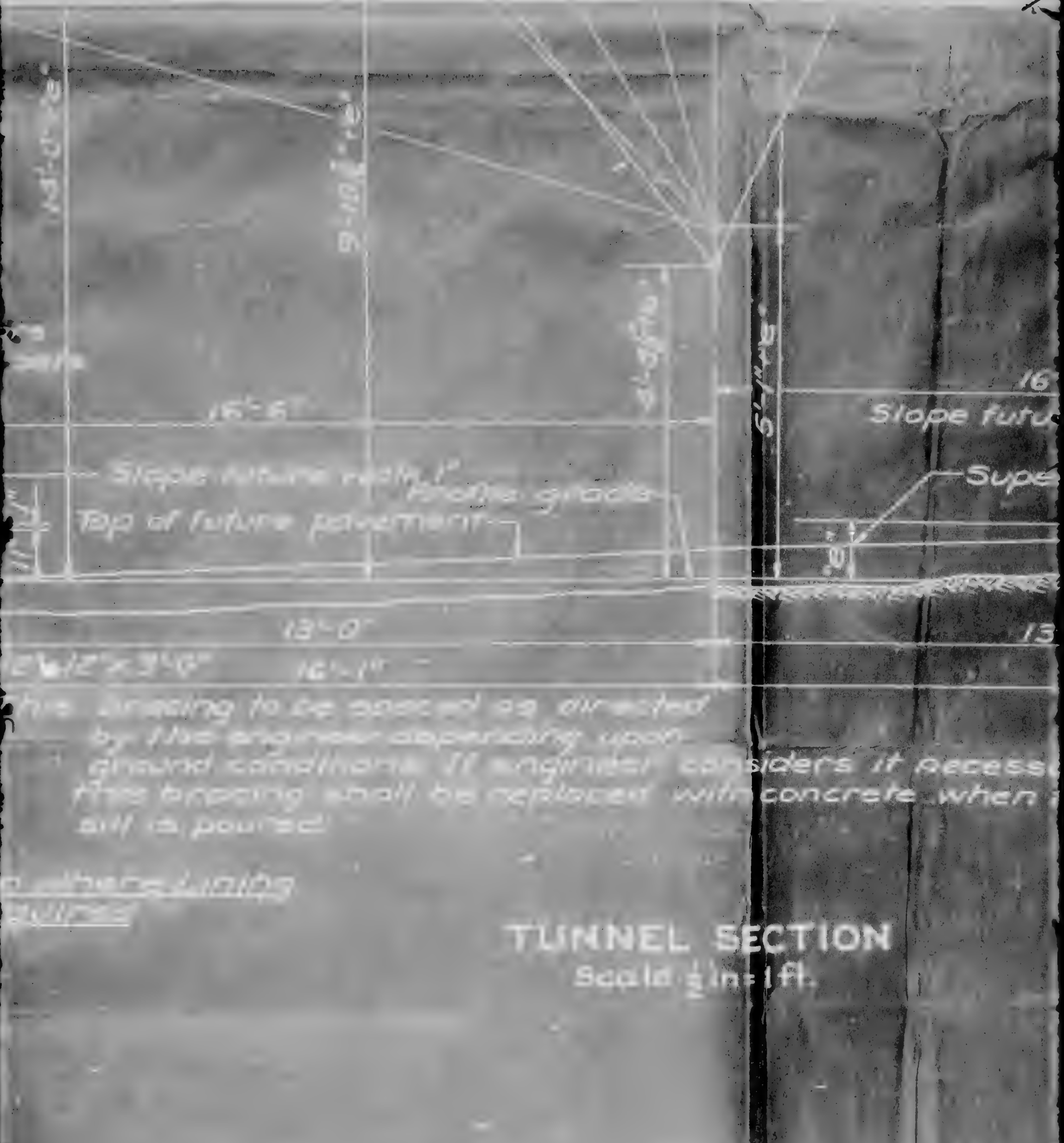

concrete to here
solid rock
ide face of
re concrete
ng
Clearance
point
18'-0"



CROSS SECTION [illegible] EXCAVATION

SECTION FOR TUNNEL EXCAVATION

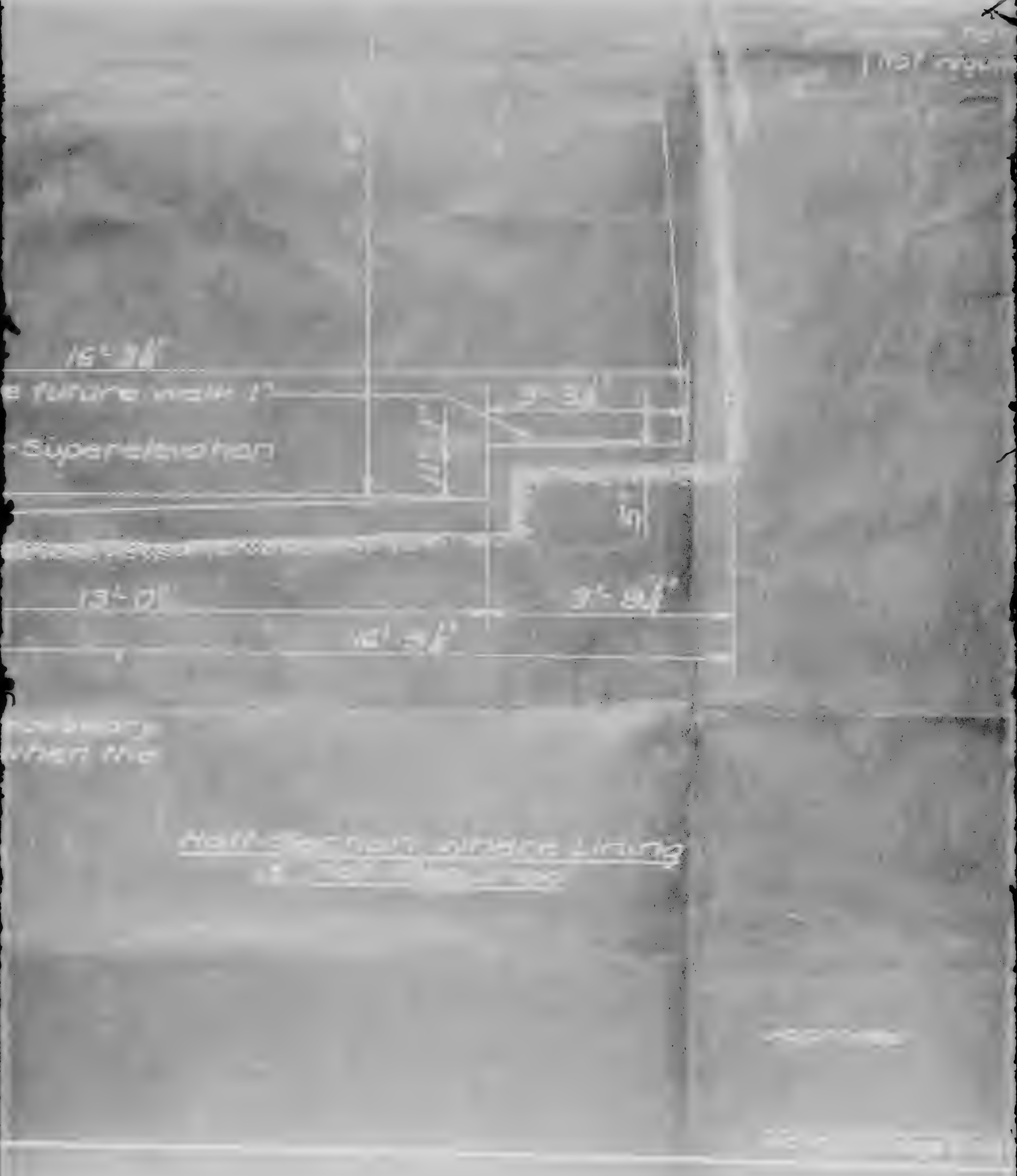

Space timber bents according to ground conditions, maximum 4' ctrs.
3" tile as required
Concrete sill encasement
Class "A" concrete
12"x12" sill timber
Minimum length of piece 12'
2'-0"
12"x12"
"x12'-8" bars
@ 6" ctrs. bet. se
" bars
3'-6"
Sill Bracing
eq. spcs.
¾" dowels
Sill Splice
Half-Section
is Req


16'-6"
Slope future walk 1"
Profile grade
Top of future pavement
13'-0"
12"x12"x3'-0"
16'-1"
5'-1¼"
16
Slope futu
Supe
13

his bracing to be spaced as directed
by the engineer depending upon
ground conditions. If engineer considers it necess
this bracing shall be replaced with concrete when
sill is poured.

o where Lining
quired

TUNNEL SECTION
Scale ½ in=1 ft.

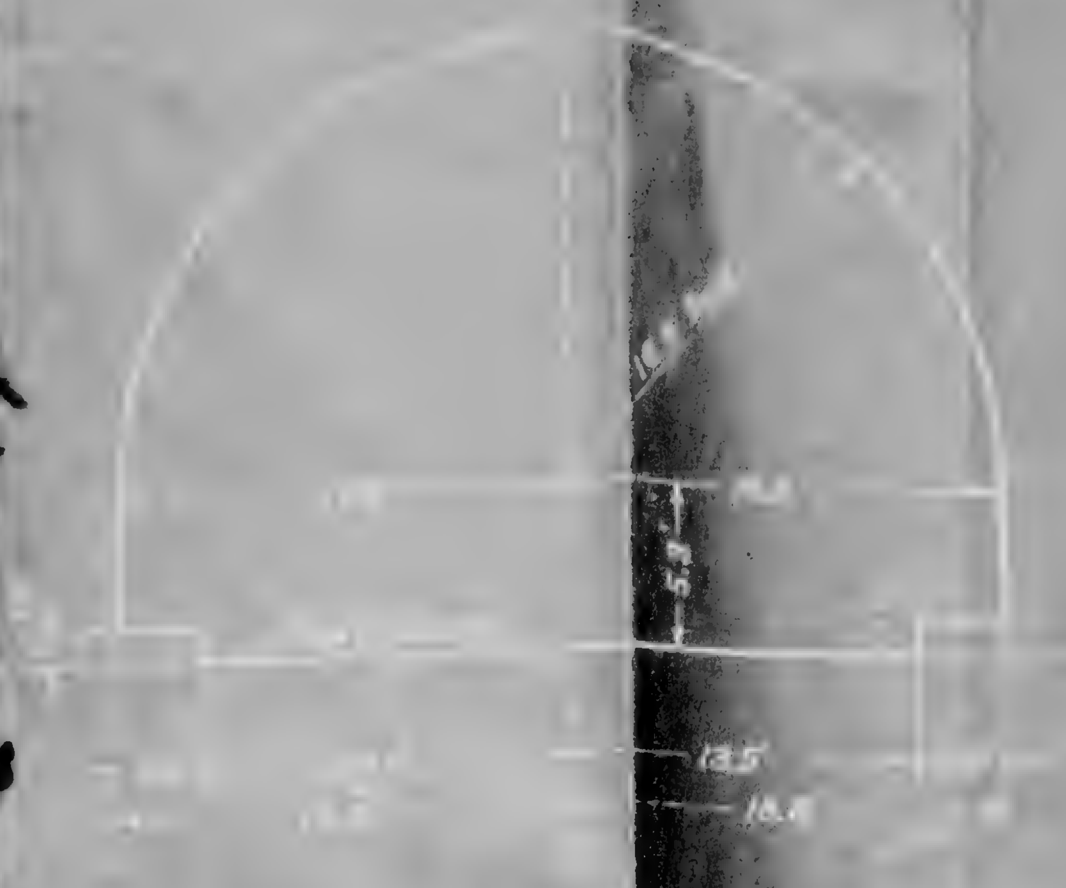

e future walk 1"
-Superelevation
13'-0"
9'-9½"
when the
Half Section where Lining

CROSS SECTION FOR TUNNEL EXCAVATION
[illegible] TO BE LINED

OREGON
STATE HIGHWAY COMMISSION

TUNNEL SECTION
DETAILS FOR TIMBER LINING

SCALE AS NOTED DRAWN BY A.H.F TRACED BY A.H.F
DATE [illegible] CHECKED BY DRAWING NO 582



CROSS SECTION FOR TUNNEL EXCAVATION

[illegible] NOT TO BE LINED

OREGON
STATE HIGHWAY COMMISSION

TUNNEL SECTION
DETAILS FOR TIMBER LINING

SCALE AS NOTED DRAWN BY [illegible] TRACED BY [illegible]
JAN. 15, [illegible] CHECKED BY DRAWING NO. 5828

182-E

February 10, 1936.

Mr. S. H. Probert
Office Engineer
State Highway Department

Dear Sir:

I am handing you herewith Clatsop County voucher dated February 6, 1936, in the sum of $51,000.00. which is to apply as cooperation for the construction of the Cannon Beach Section of the Oregon Coast Highway Arch Cape Tunnel project. This has been signed by the County Court and a warrant for the same will be issued upon delivery to the County Clerk. In fact, the County Court stated that the money is available for immediate payment.

I am turning the voucher over to you for further disposal.

Very truly yours,

Secretary

HDG:MM.

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

FEB 11 1936
OREGON

February 6, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 180-E, Arch Cape Tunnel section of the Oregon Coast Highway, to Orino, Birkemeier & Saramel, Bonneville, Oregon, who submitted the low bid.

Very truly yours,

W. H. Lynch
W. H. LYNCH
District Engineer

Iron

February 3, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of a letter sent to prospective bidders on the Arch Cape Tunnel Section, Project No. 180-E, which letter advises of certain changes to be made in the specifications and the bid quantities on which bids are to be received.

The agreement estimate will be revised in accord with the corrected quantities and, in addition, will include an estimated quantity of 600 cubic yards for the amount of "Tunnel Excavation" previously removed by the State, since the item will reduce the payments to the contractor and a corresponding reduction should be set up in the agreement estimate. No claim is to be made for reimbursement for the cost of the state work, this expense having been incurred prior to approval of the P. S. & E.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bush/EH

Encl.

1217-A.

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER	X	SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
FEBRUARY 3, 1936

MIERS AND COULTER
3227 FIRST AVENUE SOUTH
SEATTLE, WASHINGTON

DISTANCE BETWEEN PROFILE GRADE AND CENTER OF ROOF ARC AS SHOWN IN TUNNEL EXCAVATION CROSS-SECTION IN LOWER RIGHT HAND CORNER OF DRAWING 5828 OF PLANS FOR ARCH CAPE TUNNEL PROJECT SHOULD READ FIVE AND THREE TENTHS FEET INSTEAD OF SIX AND ONE TENTH FEET STOP BID ACCORDINGLY

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

CROSSETT WESTERN CO
1217 P

NOT
State Highway

Telephone Your Telegrams to Postal Telegraph

NOTED
State Highway Engineer

FROM CROSSETT WESTERN COMPANY, WAUNA, OREGON
MANUFACTURERS OF DOUGLAS FIR - WESTERN HEMLOCK
FOR BETTER SERVICE USE POSTAL TELEGRAPH—DIRECT CONNECTION IN OUR OFFICES

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER	X	SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON
FEBRUARY 3, 1936

ORINO, BIRKEMEIR & SARENAL
BOX 752
BONNEVILLE, OREGON

DISTANCE BETWEEN PROFILE GRADE AND CENTER OF ROOF ARC AS SHOWN IN TUNNEL EXCAVATION CROSS-SECTION IN LOWER RIGHT HAND CORNER OF DRAWING 5828 OF PLANS FOR ARCH CAPE TUNNEL PROJECT SHOULD READ FIVE AND THREE TENTHS FEET INSTEAD OF SIX AND ONE TENTH FEET STOP BID ACCORDINGLY

R. H. BALDOCK

CROSSETT WESTERN CO
1217 P

Telephone Your Telegrams to Postal Telegraph

NOTED
State Highway Engineer

FROM CROSSETT WESTERN COMPANY, WAUNA, OREGON
MANUFACTURERS OF DOUGLAS FIR - WESTERN HEMLOCK

FOR BETTER SERVICE USE POSTAL TELEGRAPH—DIRECT CONNECTION IN OUR OFFICES

1217-A

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER	X	SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

File

SALEM, OREGON
FEBRUARY 3, 1936

COLONIAL CONSTRUCTION COMPANY
326 WEST FIRST STREET
SPOKANE, WASHINGTON

DISTANCE BETWEEN PROFILE GRADE AND CENTER OF ROOF ARC AS SHOWN IN TUNNEL EXCAVATION CROSS-SECTION IN LOWER RIGHT HAND CORNER OF DRAWING 5828 OF PLANS FOR ARCH CAPE TUNNEL PROJECT SHOULD READ FIVE AND THREE TENTHS FEET INSTEAD OF SIX AND ONE TENTH FEET STOP BID ACCORDINGLY

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

CROSSETT WESTERN CO
1217 P

NOT

Telephone Your Telegrams to Postal Telegraph

NOTED
State Highway Engineer

FROM CROSSETT WESTERN COMPANY, WAUNA, OREGON
MANUFACTURERS OF DOUGLAS FIR · WESTERN HEMLOCK
FOR BETTER SERVICE USE POSTAL TELEGRAPH—DIRECT CONNECTION IN OUR OFFICES

RECEIVED AT

STANDARD TIME INDICATED ON THIS MESSAGE

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables | TELEGRAMS CABLEGRAMS RADIOGRAMS | All America Cables

Mackay Radio

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
	RADIOGRAM

Form 16D61 15 R AR 74 D L

WAUNA ORE 1155 AM FEB 1ST 1936

R H BALDOCK
20 OREGON STATE HIGHWAY DEPT SALEM OGN

JUDGE BOYINGTON TELEPHONES US SATURDAY MORNING EXPLAINING HIS POSITION ON ARCH CAPE TUNNEL WE KNOW HE DESIRES CONTRACT LET FOR IMMEDIATE CONSTRUCTION STOP WE WOULD LIKE THAT WOLMANIZED LUMBER BUSINESS BUT BECAUSE OF PRIOR ORDERS WE CANNOT COMMENCE DELIVERIES BEFORE JUNE TWENTY FIFTH AFTER THAT DATE WE CAN SUPPLY AS FAST AS CONTRACTOR WILL USE STOP ONLY SUGGESTION WE CAN OFFER IS LET US SUPPLY WHAT MATERIAL WILL BE USED AFTER JUNE TWENTY FIFTH.

CROSSETT WESTERN CO
1217 P

NOTED
State Highway Engineer

Telephone Your Telegrams to Postal Telegraph

NOTED
State Highway Engineer

FROM CROSSETT WESTERN COMPANY, WAUNA, OREGON
MANUFACTURERS OF DOUGLAS FIR - WESTERN HEMLOCK
FOR BETTER SERVICE USE POSTAL TELEGRAPH—DIRECT CONNECTION IN OUR OFFICES

FORM 16. PM 11-34

POSTAL TELEGRAPH-CABLE COMPANY

CONFIRMATION
OF
TELEGRAM

RECEIVED
FEB 4 1936
OREGON STATE [illegible] COMMISSION

74 Pd D.L.
11:55AM

Wauna, Oregon February 1st, 1936

R. H. Baldock
Oregon State Highway Commission
Salem, Oregon

Judge Boyington telephones us Saturday morning explaining his position on Arch Cape tunnel we know he desires contract let for immediate construction stop we would like that Wolmanized lumber business but because of prior orders we can't commence deliveries before June twenty fifth after that date we can supply as fast as contractor will use stop only suggestion we can offer is let us supply what material will be used after June twenty fifth

Crossett Western Company

CHW:RT

NOTED
State Highway Engineer

FROM **CROSSETT WESTERN COMPANY, WAUNA, OREGON**
MANUFACTURERS OF DOUGLAS FIR - WESTERN HEMLOCK
FOR BETTER SERVICE USE POSTAL TELEGRAPH—DIRECT CONNECTION IN OUR OFFICES

CROSSETT WESTERN COMPANY
MANUFACTURERS OF
DOUGLAS FIR AND WESTERN HEMLOCK
CROSSETT-WATZEK-GATES INDUSTRIES

CROSSETT WESTERN CO., WAUNA & KNAPPA, OREGON
CROSSETT CHEMICAL COMPANY, CROSSETT, ARKANSAS
JACKSON LUMBER COMPANY, LOCKHART, ALABAMA

DOUGLAS FIR
WESTERN HEMLOCK

CROSSETT LUMBER COMPANY, CROSSETT, ARKANSAS
FORDYCE CROSSETT SALES CO., CHICAGO, ILLINOIS
FORDYCE LUMBER COMPANY, FORDYCE, ARKANSAS

WAUNA, OREGON

January 31, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem Oregon.

Dear Mr. Baldock:

We acknowledge with thanks receipt of your Mr. S. H. Probert's letter of yesterday and appreciate your having forwarded to us the informational set of plans and specifications for the Arch Cape tunnel. These we received yesterday and we have already computed and passed on to our Portland representative, for submission to interested contractors, our itemized quotations on all lumber for the tunnel lining on which you have requested alternate bids for Wolman Salts pressure treatment.

Needless to express our sincere appreciation of this, the first opportunity you have accorded us to submit prices on Douglas Fir lumber treated with Wolman Salts, as alternate to preservative oil. Our one regret is that in connection with this opening opportunity we are obliged, for reasons outlined in our letter of January 29th to Mr. Wm. E. Chandler, to submit prices involving more deferred delivery than your invitation to contractors would seem to approve. However, advices we have had from one or two interested contractors would indicate that there is quite a volume of preliminary work required before the timbers for the tunnel lining are actually needed, and it is our sincere hope that such preliminary work may be of such volume as to make it possible to postpone need for the pressure treated timbers until the middle or latter part of June when, after a 30 day period of air-seasoning here, we propose to commence deliveries.

Yours truly,

CROSSETT WESTERN COMPANY

By W. S. Morrow, Sales Manager.

State Highway Engineer

WSM.C

cc - Mr. L. F. de Pomeroy,
Portland, Ore.

PRESSURE PROCESSED FOR PERMANENCE
DEFENSE AGAINST TERMITES AND DECAY
CLEAN, ODORLESS, NON-LEACHABLE, NON-CORROSIVE

WOLMANIZED
LUMBER

PLEASE ADDRESS ALL CORRESPONDENCE TO THE COMPANY

CROSSETT WESTERN COMPANY
MANUFACTURERS OF
DOUGLAS FIR AND WESTERN HEMLOCK
CROSSETT-WATZEK-GATES INDUSTRIES

CROSSETT WESTERN CO., WAUNA & KNAPPA, OREGON
CROSSETT CHEMICAL COMPANY, CROSSETT, ARKANSAS
JACKSON LUMBER COMPANY, LOCKHART, ALABAMA

DOUGLAS FIR
WESTERN HEMLOCK

CROSSETT LUMBER COMPANY, CROSSETT, ARKANSAS
FORDYCE CROSSETT SALES CO, CHICAGO, ILLINOIS
FORDYCE LUMBER COMPANY, FORDYCE, ARKANSAS

WAUNA, OREGON January 29, 1936

Mr. Wm. E. Chandler, Div. Engr.,
Oregon State Highway Commission,
Salem, Oregon.

NOTED

Dear Sir:

May we respectfully refer to our letter to you of January 7th answering yours of January 3rd, by Mr. F. D. Eason. This had reference to Wolmanized Douglas Fir timbers required for the Arch Cape tunnel job near Cannon Beach, Ore. At that time the treated lumber business we had on our books permitted us to make tentative promise to commence deliveries, should the business we awarded us, in early April, subsequent to a 30 day air seasoning period here after treatment. However, meanwhile new orders for Wolmanized Fir from various sections of the country and from the Hawaiian Islands will tax our treating plant capacity until May 25th. In other words, allowing for the 30 day seasoning period after treatment, this means that we could not commence shipments on the Arch Cape tunnel job until June 25th., when we could assure that the stock would move to the job at the rate of 50M'BM weekly.

We assure you this necessary postponement in shipping possibilities is much regretted because we are appreciative of your desire to place with us your initial order for Wolmanized Douglas Fir and we hold strong hope that we could book contractor's order in this case. We are very anxious to make our initial installation of our treated product some place in Oregon and had hoped this project would provide that opportunity. We do not know what conditions contractors will encounter with the creosoters. It is quite likely, however, that they may be as well sold up as we are. If so, it may be that you will have to defer commencement of this tunnel job sufficiently to permit our participation. In any event, we understand that you have already advertised for bids to close February 8th and it will be our intention to provide delivered prices on all pressure treated lumber required for this tunnel project to all contractors who solicit from us. To each of them, however, we will be obliged to emphasize the deferred shipping requirements as outlined herein.

We foresee the need for doubling or trebling our

WOLMANIZED
LUMBER

PRESSURE PROCESSED FOR PERMANENCE
DEFENSE AGAINST TERMITES AND DECAY
CLEAN, ODORLESS, NON-LEACHABLE, NON-CORROSIVE

PLEASE ADDRESS ALL CORRESPONDENCE TO THE COMPANY

treating plant capacity with the least possible delay. You appreciate that our plant, installed only last Spring, is of only single cylinder capacity. We are convinced beyond doubt that an outlet for our Wolmanized Fir exists to the extent of many times our present capacity and will make plans accordingly. In other words, we look for the day not far off when we will not have to disappoint you on shipping, to the extent indicated herein.

Yours truly,

CROSSETT WESTERN COMPANY

By W. S. Morrow, Sales Manager.

WSM.C

cc - Mr. L. F. de Pomeroy,
Portland, Ore.

FORM 2-A-1 10M 11-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

January 10, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Portland, Oregon

Dear Sir:

Estimates of cost for Arch Cape Tunnel job, including portals and bridge over Arch Cape Creek, exceed the allocation by $50,000 or $60,000.

Portal structures and bridge could be left for future construction.

You may wish to give consideration to this while the Commission is in session.

Very truly yours,

Probert
Office Engineer

✓18'

$
203 884
11 060 on Br
3 250 on Portal
227.194
187

18
37

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.__________

POST OFFICE BUILDING
PORTLAND, OREGON

OREGON
STATE HIGHWAY COMMISSION

January 13, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to recent discussion between Mr. Smith, Mr. Paxson and Mr. McMinn regarding treatment of timber lining for the tunnel on the Oregon Coast Highway, Oregon Federal Aid Project No. 180-E.

The Wolman salts treatment which you propose to use for this lining as an alternate to mixture creosote petroleum treatment meets with our approval.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

REFERRED TO
Mr. Probert
By State Highway Engineer

CROSSETT WESTERN COMPANY
MANUFACTURERS OF
DOUGLAS FIR AND WESTERN HEMLOCK
CROSSETT-WATZEK-GATES INDUSTRIES

CROSSETT WESTERN CO., WAUNA & KNAPPA, OREGON
CROSSETT CHEMICAL COMPANY, CROSSETT, ARKANSAS
JACKSON LUMBER COMPANY, LOCKHART, ALABAMA

CROSSETT LUMBER COMPANY, CROSSETT, ARKANSAS
FORDYCE CROSSETT SALES CO., CHICAGO, ILLINOIS
FORDYCE LUMBER COMPANY, FORDYCE, ARKANSAS

WAUNA, OREGON

January 7th, 1936.

Wm. E. Chandler, Division Engineer,
Oregon State Highway Commission,
Salem, Oregon.

REFER
Mr [illegible]
Highway Engineer
Please note & return

Dear Sir:-

Answering Mr. F. D. Eason's letter of the 3rd, mailed in Salem January 4th but delayed someplace enroute because only received by us this noon, we think WOLMANIZED Douglas Fir is ideal for the 390M' of tunnel lining required at Arch Cape on Cannon Beach. On such an order we would quote for #1 Common Rough grade a price today of $33.00 our plant for car or truck shipment. We are fifty miles from Seaside and about sixty three miles from job site so that trucking expense would not be excessive. We are prepared to quote you on cars Seaside or delivered on the job as wanted by truck if you desire. In making this quotation we assume that most of the footage will be 10x14 10', as you say. We have not allowed anything for fabrication prior to treatment. As with any other preservative the material should be fabricated before treatment as the best of the preservative is on the outside. We do obtain considerably deeper penetration than creosote, practically a full inch on every face and over 12" in on the end of any sized timber, as the material comes from the retort and to say nothing of the gradual diffusion towards the center of the piece of WOLMANIZED lumber as slow air drying takes place. We are shipping just this week a carload of mine timbers and lagging to Park Utah Consolidated Mines Co., Park City, Utah, and on that order we did some slight fabrication in advance in order that customer could use the material just as received.

As to shipment, this order is not too large for us as we are working now on a factory order for Edgemore, Delaware totaling something over 800M'. Our WOLMANIZING capacity is booked through February but we could include your order with those scheduled for March treatment. The American Lumber & Treating Co., by whom we are licensed, requires that lumber of this nature coming into ground contact must be air dried under cover for 30 days before installation. It is necessary to set the salts once by drying, after which they then are not later soluble to an appreciable extent. This required 30 days after treatment would mean we could commence deliveries on the job in early April and continue through that month probably faster than you could install. We can promise complete delivery with immediate use possible prior to May 1st.

WOLMANIZED LUMBER
PRESSURE PROCESSED FOR PERMANENCE
DEFENSE AGAINST TERMITES AND DECAY
CLEAN, ODORLESS, NON-LEACHABLE, NON-CORROSIVE

Under separate cover we send you the following:-

"WOLMAN SALTS - A Universal Wood Preservative"
"WOLMANIZED LUMBER"
"PENETRATION! HOW DEEP?"
"LUMBER ENEMY NO 1"
Reprint from West Coast Lumberman, December, 1935

If you will digest above material you will appreciate the suitability of WOLMANIZED timber for tunnel lining. Some of its particular advantages may be summarized as follows.

The toxicity of the salts is so powerful that tests over thirty years show it will preserve lumber as well as an 8# or even a 12# creosote treatment. WOLMAN SALTS will certainly outlast untreated material from three to five times and gives a positive protection against termites, which we have more commonly here in Northwest Oregon than people appreciate. The regular formula of WOLMAN SALTS is not fire proofing but it does add some fire retardation and certainly does not increase the fire hazard. The material is of course clean to handle and odorless.

We have two prime advantages over other salts treatments. We absolutely guarantee that WOLMAN SALTS is neutral in reaction, neither acid nor alkaline, and will not corrode any metal fittings or pull nails. There is no difference in this respect from untreated material. Second, WOLMAN SALTS has been so perfected that leaching is hardly possible at all. Note attached Galen Wood report where comparisons are made with other salt treatments. WOLMAN SALTS are in themselves five times more powerful than necessary to prevent decay so that the loss of 20 to 30% even under the most severe leaching conditions where timber is split up into matches and mechanically washed for hours, is no hazard as there is ample of the preservative left for the requirement. We also attach translation of September 19th, 1935 German letter showing that WOLMAN SALTS are up to thirty times more powerful in preventing decay by the common fungus decays.

We attach December 1935 list of Federal departments which have authorized the use of WOLMAN SALTS. From Wauna we have sold in recent months some 6 or 8 post offices on Treasury Department specifications. We have an order on file for about eight carloads of WOLMANIZED logs purchased by the U. S. Bureau of Roads for a bridge in Yellowstone Park. We have sold the State of Utah two carloads of fabricated WOLMANIZED highway fence posts, the second order being a repeat order immediately upon delivery of the first car with which they were well pleased. We have sold two rather intricately fabricated sewer disposal jobs where Federal aid money was used. We are working this week on a large schoolhouse job at Dallas, Texas where termite exposure is severe. From our Arkansas WOLMANIZING plants we have sold WOLMANIZED lumber quite steadily to the States of Arkansas and Texas. Copies of their specifications under which they buy WOLMANIZED lumber are attached. If you are especially interested we can furnish you with reports from the laboratory of the Mississippe State Highway Department where tests are being made on 4x4 stakes treated by all kinds of preservatives. The creosote treatment there is one of 16#, which is particularly tough competition and more than is usual in commercial purchase of creosoted lumber. Nevertheless, WOLMANIZED sample stakes were also still perfect at the end of the second year in June 1935, although posts treated by several other preservatives had already begun to fail and untreated samples were almost all in the last stages of service.

The writer with officials of the American Lumber & Treating Co. has twice visited Salem to call on Mr. Baldock and Mr. McCullough in order to post them on WOLMAN SALTS as a wood preservative. We are interested in having some of your business as we seem to have had more success in selling State Highway Commissions in other states than in Oregon. Our people have been manufacturing lumber on a large scale for more than 60 years and we have a conservative reputation. We did not join in the establishment of three plants for WOLMANIZING lumber until we had exhausted the matter over five years to our full satisfaction, full records of ten years in this country and of thirty years abroad. We are confident beyond any doubt that WOLMAN SALTS in time will be as popular preservative in this country as the enviable position it already holds abroad. Our first WOLMANIZED sales were made in Arkansas two years ago and our first ones in Oregon nine months ago. The farther we go the more certain we are that the process has no "bugs" in it and deserves every promise we make for it. Every customer seems to be a repeat user.

Yours truly,
CROSSETT WESTERN COMPANY
By
C. H. Watzek, Manager

CHW:RT
encs.

cc Mr.L.F.dePomeroy

GALEN WOOD
Chemical Engineer
PHILADELPHIA, PA.

OFFICE
~~[illegible]~~
Telephone: Rittenhouse 4521

LABORATORY
2518 MORRIS STREET
Telephone: Oregon 8118

May 25, 1931

American Lumber & Treating Corp.,
332 South Michigan Avenue,
Chicago, Ill.

Attention: Mr. John G. Kreer, Vice-President

Gentlemen:

Rechecking my report to you of April 24th on the leaching of Wood Preserving Salts, with special reference to Tanalith, made under the new formula as compared with the old formula Triolith, Zinc Chloride, and Z.M.A., I submit the following.

Sap pine was selected for this test thoroughly dried to a constant weight in the oven. A sample was trimmed to exactly 100 gms. in weight and treated in the treating solution under vacuum until the sample had doubled its weight in solution. This sample was again dried to constant weight in the oven. The Z.M.A. sample was left to dry for a few days longer than the time required for constant weight in order to drive off all the Acetic Acid so that the reaction between the Zinc and the Arsenic would take place.

The dried samples were then reduced to match stick size and the Z.M.A. sample was again placed in the oven in this size for another day. The match stick size samples were then placed in a quart jar of distilled water and allowed to soak for one day, but the Z.M.A. samples were soaked for a period of two days. At the end of the soaking period the jars were emptied and refilled with distilled water and the solution analyzed for salts that had leached out. This procedure was kept up for one week and the results are recorded on the chart that is attached to this report. The results are given in percentage of salts leached out as compared with the salts injected. No dinitrophenol results were attempted because of ether used for this test dissolving the resin from the wood and giving meaningless results.

Commenting on the results, would say that I was very much surprised in regard to the Z.M.A. treatment. Just what happened to allow practically all of the $HAsO_2$ to leach out I do not know for I was careful to allow proper time to drive off all the acetic acid in order to bring about the zinc meta arsenite reaction. The treating solution was taken from one of their treating tanks and believed to be satisfactory. The analysis of this solution, based on precipitating the zinc with ferrocyanide solution and titrating the $HAsO_2$ with standard iodine solution, showed the solution to have a 2.28% Z.M.A. However, this test should be repeated before too much emphasis is placed on it, but it is interesting to this extent, that if the reaction is not brought about, leaching can and does probably occur.

No comments are needed on the results of Zinc chloride, as we all know they readily leach out.

The new Tanalith salts seem to me to be much improved in regard to fixation. The Sodium fluoride is better fixed than in the Triolith formulae. The sodium acid arsenate is also fixed in about the same proportion as the sodium fluoride. The large percentage of sodium bichromate in the new formulae, a very little of which leached, is of high toxic value and is the backbone of this excellent timber preservative.

Using Zinc Chloride as a recognized standard and from the attached chart, enough Zinc Chloride has leached out from the sample in one day to make the samples no longer resistent to decay. In service records this represents an average of nine years.

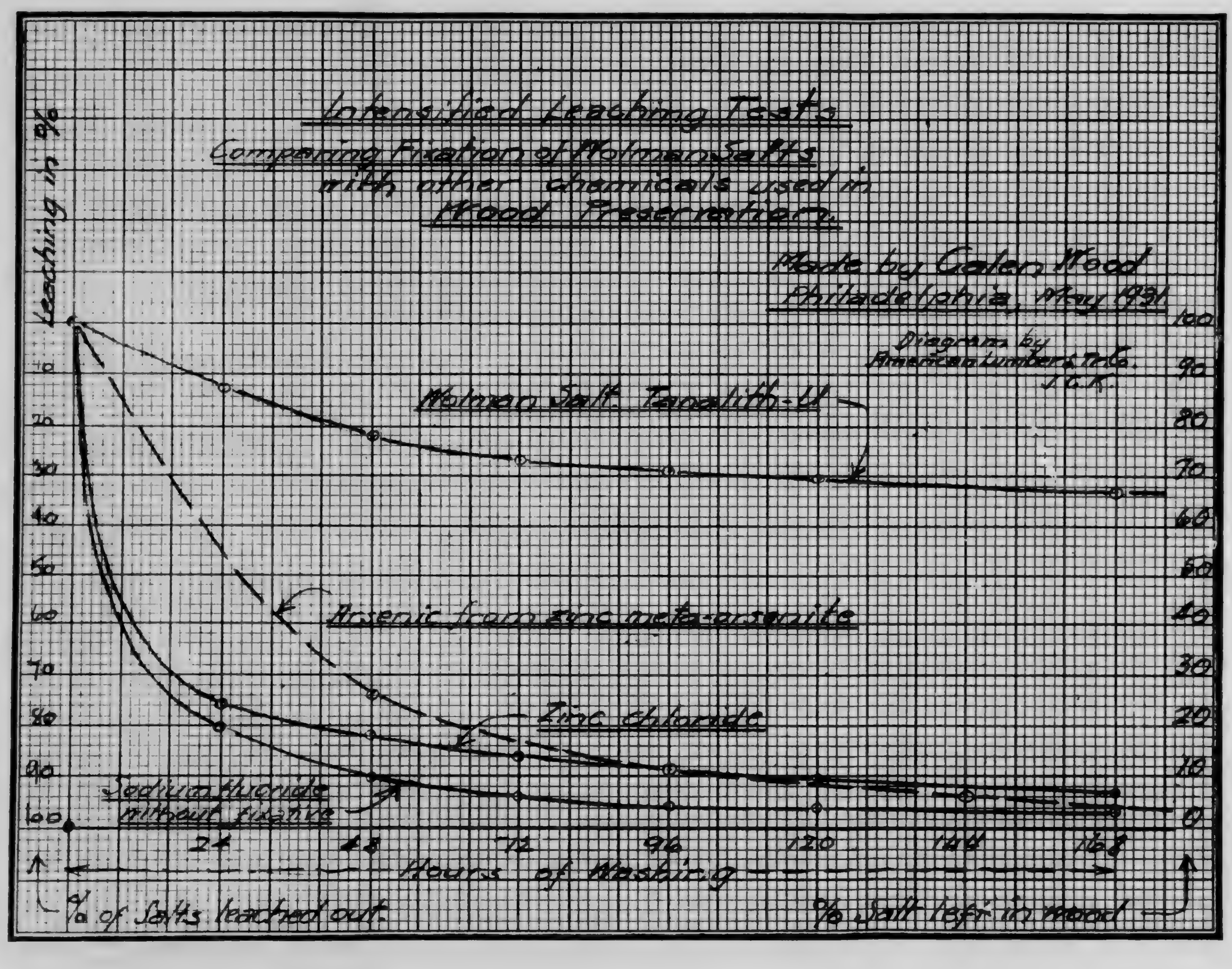
At the end of seven days for the Tanalith leaching there is yet 2/3 of the salt remaining of a much more toxic value than the zinc chloride and it would be a conservative guess to expect a life seven times nine times the increased toxic value.

Your preservative seems permanent enough to be classed among the permanent wood preservatives.

Respectfully submitted,

Galen Wood

Galen Wood .



Intensified Leaching Tests
Comparing Fixation of Wolman Salts
with other chemicals used in
Wood Preservation.

Made by Galen Wood
Philadelphia, May 1931

Diagram by
American Lumber & Tr. Co.
J.C.K.

WOLMAN SALTS has been approved for specifications
by the following Governmental Branches:

U.S. TREASURY DEPARTMENT

U. S. Coast Guard
Public Works Administration
Works Progress Administration
Div. of Suburban Resettlement
Resettlement Admin. (Maintenance and Operating)
Division of Rural Resettlement
Public Health Service
Customs Service
Procurement Division (Purchasing and Engineering)

DEPARTMENT OF INTERIOR

National Park Service
Bureau of Indian Affairs
Division of Grazing
P. W. A. Housing
P. W. A. Engineering
Reclamation Service

WAR DEPARTMENT

Construction Quartermasters
U. S. Engineers
National Guard
U.S. Engineers (Rivers & Harbors)

NAVY DEPARTMENT

Bureau of Yards and Docks

DEPARTMENT OF COMMERCE

Bureau of Lighthouses
Bureau of Fisheries
Bureau of Airways

U.S.Veterans Administration

Soil Erosion Service

U. S. Forest Service
(Engineering Dept.)

FHA - FERA - RFC - HOLC

WOLMANIZED, PRESSURE TREATED FOREST PRODUCTS can be obtained thruout the United States from LUMBER MANUFACTURERS, COMMERCIAL TREATING PLANTS AND LOCAL RETAIL LUMBER YARDS.

GRUBENHOLZIMPRÄGNIERUNG G. M. B. H.
BERLIN W 35, VIKTORIASTRASSE 31

FERNRUF: B 1 Kurfürst 2303
DRAHTWORT: Imprägnierung Berlin
GIRO-KONTO: Reichsbank Charlottenburg
BANK-KONTO: Deutsche Bank u. Disconto-Gesellschaft Depositenkasse K 2
POSTSCHECK-KONTO: Berlin Nr. 29931

WOLMAN-SALZE
Triolith
Thanalith
Minolith
Glückauf-Basilit
Schwammschutz „Rütgers"
IMPRÄGNIERANLAGEN
System Wolman

Nr. 385
======

BERLIN W 35, den 19. Sept. 1935
Viktoriastraße 31

Abteilung: Hu/L.

American Lumber & Treating Corp.,
37 West Van Buren Street
Chicago, ILL.
U. S. A.

RECEIVED
SEP 28 1935
A. L. & T. CO.

Betrifft: Gebrauchsanweisung für Wolman-Salze.

In Erwiderung Ihres Schreibens vom 10. August 1935 nebst Anlage "Recommended Specifications for Treating Lumber with Wolman Salts" teilen wir Ihnen mit, dass wir mit der Fassung Ihrer Gebrauchsanweisung einverstanden sind.

Die von Ihnen angegebenen Mengen Imprägniersalz genügen vollkommen, um das Holz gegen Pilz- und Insektenbefall zu schützen. Wenn von verschiedenen Seiten behauptet wird, die von Ihnen angegebenen Mengen genügen nicht, um dem Holz einen dauerhaften Schutz zu gewähren, so entspricht diese Behauptung nicht den Tatsachen.

Wir führen in Ergänzung unserer Behauptung die Hemmungswerte für Chlorzink und Wolman-Salz "Triolith" gegenüber Coniophora cerebella und Polyporus vaporarius nochmals an:

	Chlorzink	Triolith
Coniophora cerebella	0,5 %	0,018 - 0,02
Polyporus vaporarius	0,7 %	0,018 - 0,02.

Aus dem Vergleich dieser Hemmungswerte geht hervor, dass das Wolman-Salz eine ca. dreissigfach stärkere pilzwidrige Kraft besitzt als das Chlorzink.

Wir hoffen, dass es Ihnen gelingen wird, die falschen Behauptungen zu widerlegen und zeichnen

hochachtungsvoll

Grubenholzimprägnierung
Gesellschaft mit beschränkter Haftung
Huber

Translated from the German

GRUBENHOLZIMPRAGNIERUNG G. M. B. H.

Berlin W 35
Viktoriastrasse 31.

Letter No. 385

September 19, 1935

American Lumber & Treating Co.,
Chicago, Ill.

Gentlemen:

Specifications for the use of Wolman Salts

In reply to your letter of August 10th with its enclosure of your "Recommended Specifications for Treating Lumber with Wolman Salts", beg to advise you that we are entirely in agreement with the form of your recommended specifications.

The quantities of net salt retention that you give are entirely satisfactory for protection of the wood against decay and insect attack. If any other people make the statement that the given quantities are not sufficient to give the wood permanent protection, such statements are not founded on facts.

In support of our view we repeat here the inhibiting values for zinc chloride and for the Wolman Salts "Triolith" to Coniophora cerebella and Ployporus vaporarius:

	Zinc Chloride	Triolith
Coniophora cerebella	0.5%	0.018 - 0.02
Poloyporus vaporarius	0.7%	0.018 - 0.02

From a comparison of these inhibiting values, it is evident that the Wolman Salts have a fungicidal power in the neighborhood of thirty times that of zinc chloride.

We trust that you will find it a simple matter to counteract the false statements "about a higher net retention being required", and beg to remain

Very respectfully yours,

GRUBENHOLZIMPRAGNIERUNG

Sgd. Huber

4-2808

January 3, 1936.

Crossett Western Company,
Wauna, Oregon.

Gentlemen:

On the Arch Cape tunnel contract to be let in the near future south of Cannon Beach, there will be required approximately 390,000 F.B.M. timber for tunnel lining. Would you please advise the suitability of Wolmanized-treated timber for such a purpose, and also if there would be available such an amount. How long a time is required for filling an order, and what is the price f.o.b. your plant? The largest part of this order would be 10" x 14" in 10-foot lengths.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

FDE:AM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

January 22, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Project No. 180-E, the Arch Cape Tunnel section of the Oregon Coast Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans by the Chief Engineer of the Bureau.

With regard to the special feature of end bearing on the bridge, this is recommended for approval on this project only, and will not be considered a precedent in reviewing other projects.

Regarding the tunnel, it is noted that no mention is made in the special provisions concerning the exploratory tunnel. Apparently the contractor is not to be paid for the material which has already been removed. However, no mention is made as to the disposal or removal of the timbering now in this tunnel and it is our thought that this matter should have been taken care of in the special provisions.

Covered in
letter to
prospective
bidders.

For the tunnel lining, No. 1 Common is specified. However, as this grading permits 3" knots, we believe it would have been preferable to have specified the structural grade. The specification is recommended for approval with the understanding that if a bad pressure develops, these timbers be culled to obtain select pieces for such places.

Changed before
specification
sent to bidders

As regards future cement lining, on the unlined portion only the small margin is allowed of 6", where at least 12" is necessary. It is our understanding that an additional 6" will be excavated in the unlined section if, during construction, it develops that there will not be sufficient overbreak to allow for the ultimate concrete lining.

Indicated
on tunnel
lining plan.

We understand that the drainage will be taken care of during paving operations.

Our recommendation for approval of this project is contingent upon the receipt of satisfactory revised plans, and that the plans and specifications are satisfactory to our Regional Office.

Very truly yours,

W. H. LYNCH, District Engineer

By L. Canfield
L. [illegible] Canfield, Highway Engineer

No answer required
Sd

180-E

January 20, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Arch Cape Tunnel Section, Federal Aid Project No. 180-E.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/[illegible]

Encl.

Oregon State Highway Department

Federal Aid
Project No. 180-E

ARCH CAPE TUNNEL SECTION OF

THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 20, 1936

Roadwork

All Required		Clearing and Grubbing		$ 4,700.00
300	cu. yds.	Trench Excavation	$1.00	300.00
25,000	" "	Common "	.25	6,250.00
5,000	" "	Solid Rock Excavation	.70	3,500.00
31,000	" "	Tunnel Excavation	3.75	116,250.00
80,000	yd. stas.	Overhaul	.02	1,600.00
10,500	yd. mi.	Truck Haul	.20	2,100.00
0.38	mile	Finishing Roadbed & Slopes	300.00	114.00
460	M-FBM	Lumber in Tunnel Lining, Preservative Oil Treatment	100.00	46,000.00
460	M-FBM	Lumber in Tunnel Lining, Wolman Salts Treatment	100.00	(Alternate)
330	cords	Cord Wood Packing	15.00	4,950.00
140	cu. yds.	Concrete sill encasement	15.00	2,100.00
10,000	lbs.	Metal Reinforcement	.06	600.00
300	lin. ft.	8" Perforated Concrete Pipe	.60	180.00
80	" "	12" Corrugated Iron Pipe, Protected Invert	1.50	120.00
100	" "	18" Corrugated Iron Pipe, Protected Invert	2.50	250.00
1	only	Concrete catch basins	30.00	30.00
15	cu. yds.	Rock Backfill in Drains	2.00	30.00
3,000	cu. yds.	Overbreak in Tunnel (Special provisions)	1.00	3,000.00
		Sub-total		$192,074.00
		10% Engr. & Cont.		19,207.40
		Total		$211,281.40

Bridge

1,260	lin. ft.	Treated Trestle Piling	$1.00	$ 1,260.00
32	M-FBM	" Lumber in Bridge	100.00	3,200.00
18	cu. yds.	Class "A" Concrete	23.00	414.00
130	" "	" "D" "	24.00	3,120.00

OREGON STATE HIGHWAY COMMISSION

SALEM

32,000	lbs.	Metal Reinforcement	$ 0.06	$ 1,920.00
350	lin. ft.	Composite Handrail	4.00	1,400.00
		Subtotal		$ 11,314.00
		10% Engr. & Cont.		1,131.40
		Total		$ 12,445.40

Length of Roadwork	0.618 mile
" " Bridge	.031 "
Total Length	0.649 "
Cost per mile, roadwork	$ 341,879.28

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$ 211,281.40	$ 128,881.65	$ 82,399.75
Bridge	12,445.40	7,591.69	4,853.71
	$ 223,726.80	$ 136,473.34	$ 87,253.46

FORM 2-A-1 10M 11-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

January 17, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

You reported to the Commission at the last meeting that the estimated cost to construct the Arch Cape Tunnel job, including the portals of the tunnel and the Arch Cape Creek Bridge, exceeds the amount set up for this project by about $60,000.

It is my understanding that the Commission approved the excess expenditure.

Very truly yours,

Secretary

HBG:MBL

cc - S H Probert

arch Cape

1/14/36

Mr. M. S. Warren
Democratic Precinct Committeeman for
Cannon Beach District
Tolovana Park, Oregon

My dear Mr. Warren:

I have called the Highway Department and find that they plan to receive bids on the Arch Cape Tunnel on their next meeting, which I understand will be on February 6. Mr. Baldock, the State Highway Engineer, advises that certain exploratory work was required before the tunnel could be advertised.

I am sure that you are mistaken that Mr. Baldock is personally prejudiced against this improvement.

Trusting that you are well in health, I remain

Very respectfully,

Governor

THE WALKER COMPANY, Inc.

ARCH CAPE - CANNON BEACH
OREGON

OFFICERS AND DIRECTORS
DOW V. WALKER
M. D. WALKER
M. VERNON WALKER
D. EDWIN WALKER

SPECIALIZING IN
BEACH AND RESORT
PROPERTIES

December 31, 1935.

Mr. R. S. Baldock:
State Highway Engineer,
Salem, Oregon.

NOTED
State Highway Engineer

Personal

My dear Baldock:

The announcement that the Arch Cape Tunnel would not be let until February has set the whole community and both counties howling and it promises to be pretty hot.

This tunnel job was promised as a winter relief project and this community has planned on it and now with it again postponed and the general relief program all but out,things are getting to be pretty serious.

The communities are organizing and getting ready to move in on the Governor and the Highway Commission.

What's it all about? They say that the Federal Bureau of roads passes the buck to you for cause of the delay.

Further some newspaper men are asking for engineering advice on the recent work done on Necarney mountain, and are proposing to show where some $75,000 has been wasted or needlessly expended, in other words are going to start and ineffeciency claim against you and your organization.

I want to see this road completed as soon as possible and would hate to see a general row over this matter come up, what is the low down on this project, are we ever going to get this road finished? and WHEN?

Sincerely yours,

Dow V. Walker

December 31, 1935

Mr. Roy R. Early
General Manager
Portland Public Market
800 Southwest Front Avenue
Portland, Oregon

Dear Sir:

As per your recent request, advise that the Arch Cape Tunnel will be advertised for bids on February 6. The delay in this advertisement was caused by the length of time it took to drive the exploratory tunnel to determine the character of the materials that will be encountered, and this information was needed in order to make a proper estimate of cost and determine the character of the lining, if any, that was required.

Very truly yours,

State Highway Engineer

RHB:HI

December 30, 1935

Mr. R. B. Early
800 S. W. Front Avenue
Portland, Oregon

Dear Sir:

In reply to your letter concerning the Arch Cape-Tunnel Project, this will advise that the advertising of that project has been delayed, due to more time being required for the digging of prospect tunnels than was anticipated. We are now in hopes that we may be able to include this project with a group of projects for which we expect to receive bids on February 6.

Plans and specifications for the work will be available about two weeks in advance of the letting.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

PORTLAND PUBLIC MARKET
PUBLIC MARKET COMPANY OF PORTLAND
800 SOUTHWEST FRONT AVENUE
PORTLAND, OREGON

12/19/35

R. H. Baldock,
State Hignway Engineer,
Salem, Oregon.

Dear Mr. Baldock:

Under date of October 11 you wrote advising that bids on the Arch Cape Tunnel would be received December 4. I now understand that this has been set for some time in January, presumably the ninth. Would you please advise if this is correct and also send the previously requested set of plans and specifications. It would seem high time that this work was under way, as it could be done to advantage during the winter season. Thanking you for your early reply, I am

Yours very truly

Roy B Early

RBE/jb

REFERRED TO
[illegible]
By State Highway Engineer

Advise date of letting.

FORM 9-A3 2M 9-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Const
Highway
Arch Cape

OREGON STATE HIGHWAY COMMISSION

SALEM

December 25th, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. F. D. Eason
Assistant Division Engineer
Office

Dear Sir:

Mr. Baldock suggested that the brush be left at the approach of the Arch Cape Tunnel, but the specifications should be written so that the brush must be cut and laid regularly over the surface in order that the remaining clearing be done in a logical manner. If the brush were merely left standing and forced over by the fill, I do not believe that the stumps and logs could be cleared in a satisfactory manner.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

Arch Cape

December 19, 1935

Mr. Jack Doyle
Imperial Hotel
Portland, Oregon

Dear Sir:

I found your reports on the tunnel work very interesting and informative and I compliment you on the excellent manner in which they were made.

Very truly yours,

State Highway Engineer

RHB:HI

Form 39—18790—3M—1-35

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT
FOR SURVEYS ONLY

Date Dec. 7th, 1935

Job name Arch Cape Tunnel Exploration

Week from Nov. 30 to Dec 7th

Mail address Jewell

Highway Oregon Coast

Telegraph or telephone address "

County Clatsop Job Prefix [illegible]

Express and freight address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The exploration work in tunnel was completed to-day a distance of 330 lin Ft. of tunnel work on the North side. Last 16 lin Ft of this was through solid basaltic rock.

Three men of the tunnel crew were layed off last night and the remainder will tear up track and move equipment to where it can be loaded on to truck.

Profile of tunnel is being made and will be completed Monday.

DEC - 9 1935
ENGINEER

DEC 1935

Signed Carl A Peterson

Title Res. Engr.

USE BACK IF ADDITIONAL SPACE IS REQUIRED

Day of Week	WEATHER CONDITIONS	
	A. M.	P. M.
Sunday . . .		
Monday . . .		
Tuesday . . .		
Wednesday . .		
Thursday . .		
Friday . . .		
Saturday . .		

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage on to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

FORM 8/A-1 8M 9-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

Cannon
[illegible]

December 5, 1935

Mr. S. A. Chandler
Division Engineer
Office

Attention: Mr. Eason

Dear Sir:

Mr. Doyle has advised us that there is no satisfactory material for cord wood tunnell backing in the vicinity of Cannon Beach. He says he advises that old growth fir should be used for this purpose and under no circumstances should spruce be used. He considers it practical to haul this material from the Fred Slate job on the Wolf Creek Highway and suggests that Mr. Slate quote to us the price which he asks to deliver it to the contractors F.O.B. his Wolf Creek job.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FILED
Highway Engineer

Baldock

COPY

Cannon Beach,
Dec. 3, 1935.

State Highway Commission,
Attention - 1st Chief Asst. Mr. Smith,
Salem, Ore.

NOTED
State Highway Engineer

Progress report for month of November 1935 on Arch Cape Tunnel job #71-2409-587.

Operations were continued on the tunnels on both sides until November 18, when operations were suspended on the south tunnel - this hole is in 147 ft.

North tunnel is in 300 ft. 110 ft. in Nov. Nov. 19-2 shifts were started and continued during the month.

Some timbering was done during the month.

Delays were caused by trouble with the Air Compressor.

Three injuries to employees were reported during the month.

Different materials and water was found-over 80% of material is hard sandstone, about 6 ft. of seeming rock, and strata of clay mud.

Enclosed is copy of daily log showing progress, etc.

(Signed) W. Doyle, Supt.

1 enclos - 6 sheets

November, 1935 Log Arch Cape Tunnel Job #71-2409-587

Friday, Nov. 1,1935 -

Weather very cold - 7 men in crew - 5 men north side 5 ft. 190 ft. total
2 " south " 3 " 126 " "

Shots did not all go today - missed 3 - Wet.

Saturday Nov. 2, 1935-

Weather very cold - 7 men in crew - 5 men on north side 5 ft. 195 feet total

Air line froze with 4 bonfires going
Paul Holte, laborer got hit on top of head with rock falling from roof when he was going out of north tunnel.

He was taken to Dr. Logan, Seaside and left in hospital as he, according to Dr. Logan will be unable to work for a few days. Doctor said no fracture or serious developments anticipated.

Time lost from 9:30 A.M. worked 2 hours.

Two men south side 2 ft. 128' total

Monday Nov. 4, 1935 -

Weather fair - 6 men in crew - 4 men North side 4 ft. 199 total
2 " South " 2 " 130 "

Trouble today with pipe line on north side
" " " gravel and boulders south side

Tuesday Nov. 5, 1935 -

Drilling slow and shots poor today due to mud & stickey material
4 men north tunnel 4 ft. 203 total
2 " south " 3 " 133 "
Loose gravel and boulders in south end

Wednesday Nov. 6th,1935 -

Weather fair 6 men plus 1 new today - Drilling fair - holes did not break out good today due to wet material
5 men north tunnel 4 ft. 207 ft. total
2 " south " 3 " 136 " "
204 Gals. Gas 5 Gal. Coal Oil rec'd today

Thursday Nov. 7,1935 -

Weather fair 7 men in crew 4 on North Tunnel 5 ft. 212 ft. total
2 " south " 2 " 138 " "

Res. Engr. today.

Friday Nov. 8, 1935 -

Weather rain and wind   7 men in crew
4 on North Tunnel   4 ft. 216 ft. total
2 " South "   1 " 139 " "

Saturday Nov. 9, 1935

Weather fair and cold   7 men in crew
4 men North tunnel   4 ft. 220 ft. total
2 " South "   2 " 141 " "
Resident Engr. here today

Monday Nov. 11, 1935

Weather rain and wind   8 men in crew
Paul Holte returned to work off 6 days & 6 hours. Account injury
State Com. notified Holte on light work getting wood, etc.
6 men north tunnel   4 ft.   224 total mucked out
2 " south "   2 "   143 "

Tuesday Nov. 12 - Weather coll and fair 8 men in crew

5 men north tunnel   4 ft. 228 ft. total
3 " south "   2 " 145 " "

Wednesday Nov. 13, 1935 - Weather fair   8 men in crew

6 men north tunnel   5 ft. 233 ft. total
2 " south "   2 " 147 " "
Crew on North Tunnel given 7 hours - quit early
175 gals. gas. 5 gals coal and 5 gals can recd, today from Gen. Pet.
300 Caps 6 rolls fuse   4 bxs. 40% Giant received from Elliot Trans. Co.

Thurs. Nov. 14, 1935 - Weather fair and cold A.M.   8 men in crew

6 men North Tunnel   6 ft. 239 ft. total
2 " south "   2 " 149 " "
18 holes shot in north tunnel today
Resident Engineer here - he said change south tunnel alignment 2" per set to the East

Friday Nov. 15, 1935 -

Weather stormy A.M. 7 men in crew
4 men North tunnel   5 ft. 244 ft. total
3 " south "   2 " 151 " "
MacDonald on Drilling as Victor Molen who quit last night

Saturday Nov. 16, 1935 - Weather fair   7 men in crew
5 men north tunnel   2 ft.   246 ft. total
2 " south "   0 "   151 " "
Trouble with drilling - very hard and sticky
South side took out false set and loose rocks

Monday, November 18, 1935 - Weather fair 7 men in crew

Paul Holtz hurt at 9 A.M. and taken to Dr. Logan, Seaside, rock hit back of head and shoulders. Work stopped on South tunnel and rails and equipment being brought to north side.

2 sets of timbering partly completed in a bad spot in North Tunnel - No footage made. Res. Engr. here and measured up today (1)

Tuesday Nov. 19, 1935 - Weather fair 7 men in crew

No advance made in tunnel

Crew getting timbers - timbering tunnel and mucking out - Anton Kohl powderman reported 8 A.M.

(1) 4 ft. difference between Res. Engr. measurement on south tunnel and the record, due perhaps to 1 set being used twice in record-total is 147 ft.

Wednesday Nov. 20, 1935 - Weather fair 7 men in crew

2 shifts started today at 8:00 A.M. Last shift shot at 10:30 P.M. 9 shots each shift.

7 ft. tunnel 253 ft. total mucked out

Res. Engr. here today - gave him 3 bum lanterns

Thursday Nov. 21,1935 - Weather fair 8 men in crew

7 ft. of tunnel 260 ft. total mucked out

Res. Engr. brought 1 new lantern and 4 globes

Andrew Carlson quit 2 new men on today

2 shifts broken hours

Friday Nov. 22, 1935 - Weather heavy rain 9 men in crew

9 ft. of tunnel 269 ft. 269 ft. total

12 Lantern globes recd.

2 shifts broken time

Saturday Nov. 23, 1935 - Weather heavy rain 9 men in crew

4 ft. of tunnel 273 ft. total mucked out

Trouble with Air Compressor caused loss of about 5 ft. of tunnel

2 shifts broken time.

Monday Nov. 25, 1935 rain 8 men working

8 ft. of tunnel 281 ft. total mucked out

2 shifts broken time.

Tuesday Nov. 2, 1935 - Weather rain

4 ft. 275½ ft. total

Only one shift worked due to trouble with compressor and 2 men gave out on the job. One quit - the other took 2 hours rest. Andrew Hardie turned in injury report today from the doctor.

Wednesday Nov. 27, 1935 - Weather rain

9½ ft.   285 ft. total
Had 6 bits sharpened at Seaside
Resident Engineer here today

Thursday - Nov. 28, 1935 - Holiday no work

Friday, Nov. 29, 1935-

Weather cold and fair 9 men working 3 hurt
10 ft. 295 ft. total mucked out 3 p.m.
Drilling is hard broken rock and clay found.
Took on 2 new men today for each shift.
235 Gals Gas received from Genl.
20 " Coal Oil " " "
15 " Engine Oil " " Standard
10 " Comp. " " " "
5 # Zeroline " " " "
1 Can cup water grease "

Sat. Nov. 30, 1935 - Weathwr cold & fair 7 men part time

1 shift worked 5 ft. total 300 ft. mucked out.
Time lost account compressor and taking Harold Phister, new man injured by mining car on dump at 11:30 A.M. to hospital

Form 39—18720—3M—1-35

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT
FOR SURVEYS ONLY

Date Nov 30, 1935

Job name Arch Cape Tunnel Exploration

Week from Nov 23 **to** Nov, 30th

Mail address Jewell

Telegraph or telephone address "

Highway Oregon Coast

Express and freight address "

County Clatsop **Job Prefix** 71-2409

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The tunnel work is progressing rather slowly in spite of working double shift the distance to push the mine car has increased considerably the past few weeks. A distance of 18 lin Feet made this week making a total distance of 296 feet on the north side.

On Friday the tunnel crew pierced a strata of basaltic rock which proved to be just a shell. It may be possible that solid rock will soon be reached.

1935

Signed Carl A Peterson

Title Res. Engr.

USE BACK IF ADDITIONAL SPACE IS REQUIRED

Day of Week	WEATHER CONDITIONS A. M.	 P. M.
Sunday . . .		
Monday . . .		
Tuesday . . .		
Wednesday . .		
Thursday . .		
Friday . . .		
Saturday . .		

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileag[illegible]*on to be surveyed* ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

Form 39—18720—3M—1-35

OR[illegible]N STATE HIGHWAY DEPARTM[illegible]

FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

Date Nov 23, 1935

Job name Arch Cape Tunnel
Explanation
Highway Oregon Coast
County Clatsop Job Prefix 7K24.09

Week from Nov 16th to Nov 23
Mail address Jewell
Telegraph or telephone address
Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

On Tuesday J.B. Day's discontinued the excavation on the south side of the Cape and confined all the work to the North Side, putting on a double shift in order to speed the progress of the excavation work.

At present the tunnel on the south side is in 1+77 - this point is loose rock-

On the north side a distance of 258.0 Ft has been [illegible] formation same as previous weeks.

RECEIVED NOV 26 1935

RECEIVED NOV 26 1935

Signed

Title Res. Engin.

USE BACK IF ADDITIONAL SPACE IS REQUIRED

Day of Week	WEATHER CONDITIONS	
	A. M.	P. M.
Sunday		
Monday		
Tuesday		
Wednesday		
Thursday		
Friday		
Saturday		

INSTRUCTIONS

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SURVEYS

Total mileage EPC *n to be surveyed* ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

Form 59—18720—8M—1-35

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT
FOR SURVEYS ONLY

Date Nov. 16th, 1935

Job name Arch Cape Tunnel Exploration

Week from Nov. 9th to Nov. 16th

Mail address Jewell

Telegraph or telephone address

Highway Oregon Coast

Express and freight address

County Clatsop Job Prefix 71-2409

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Tunnel crew continues to make an average of 7 Lin Ft per day, there is no change in the Classification of material for the last month.

The tunnel on the north side is in 246 feet,

The tunnel on the south side is 146 feet, loose rock and dirt.

NOV 18 1935

Signed Carl A Peterson

Title Res. Engr.

USE BACK IF ADDITIONAL SPACE IS REQUIRED

Day of Week	WEATHER CONDITIONS A. M.	WEATHER CONDITIONS P. M.
Sunday		
Monday		
Tuesday		
Wednesday		
Thursday		
Friday		
Saturday		

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileag [illegible] *on to be surveyed*

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

Form 39—F-20136—5M—1-31

OREGON STATE HIGHWAY DEPARTME

FIELD ENGINEER'S WEEKLY REPORT

Date Nov. 9th, 1935

Job name Arch Cape Tunnel Exploration

Week from Nov. 2 to Nov. 9th

Mail address Jewell

Highway Oregon Coast

Telegraph or telephone address

County Clatsop Job prefix 7t2409

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

An average of 7 Lin. Ft. of tunnel was made each day in the tunnels this week. The tunnel on the north side is in 218 Lin. Ft. No sign of hard rock as yet. The tunnel on the south side is in 134 Lin. Ft. loose rock and dirt.

NOV 12 1935

NOV 12 1935

(See back of this sheet for instructions and detailed information)

Signed Carl A Peterson

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading in project ....

Miles completed ....

Miles completed except finishing ....

Total cubic yards in project ....

Cubic yards moved to date ....

Miles covered by contractor's forces ....

Miles cross-sectioned ....

Miles cross-sections completed and checked ....

Miles to be remeasured ....

Number men in Engineering Party ....

Contractor's average force for week .... *men,*

.... *teams,* .... *steam shovels*

Grading work will be completed about ....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project ....

Miles completed ....

Miles partially done ....

Total cubic yards in project ....

Cubic yards produced to date ....

Average daily yardage produced this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Project will be completed about ....

Number of men in Engineering Party ....

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project ....

Miles paving completed ....

Total square yards in project ....

Square yards completed to date ....

Average daily square yards this week ....

Miles shoulders completed both sides ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Job will be completed about ....

Number of men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* .... *Percentage* ....
2. .... *Percentage* ....
3. .... *Percentage* ....
4. .... *Percentage* ....

Form 39—F-20138—5M—1-31

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date ~~Nov. 2nd,~~ Oct. 26 1935

Job name Arch Cape Tunnel Explorations

Week from Oct 26th to Nov. 2nd.

Mail address Jewell, Oregon

Highway Oregon Coast

Telegraph or telephone address

County Clatsop Job prefix 71-2409

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Tunnel crew made an average of 8 Lin. Ft. this week. The tunnel on the north side is in 190 feet. The sandstone remained the same all week.

Tunnel on the south side is 120 feet - formation is loose rock and dirt.

The Transit crew was on this section 2 days this week.

RECEIVED
NOV 4 - 1935
DIVISION ENGINEER

(See back of this sheet for instructions and detailed information)

Signed Carl [illegible]

Title Res Engr

GRADING CONSTRUCTION

Total miles of grading in project ....

Miles completed ....

Miles completed except finishing ....

Total cubic yards in project ....

Cubic yards moved to date ....

Miles covered by contractor's forces ....

Miles cross-sectioned ....

Miles cross-sections completed and checked ....

Miles to be remeasured ....

Number men in Engineering Party ....

Contractor's average force for week .... *men,*

.... *teams,* .... *steam shovels*

Grading work will be completed about ....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project ....

Miles completed ....

Miles partially done ....

Total cubic yards in project ....

Cubic yards produced to date ....

Average daily yardage produced this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Project will be completed about ....

Number of men in Engineering Party ....

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project ....

Miles paving completed ....

Total square yards in project ....

Square yards completed to date ....

Average daily square yards this week ....

Miles shoulders completed both sides ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Job will be completed about ....

Number of men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* .... *Percentage* ....
2. .... *Percentage* ....
3. .... *Percentage* ....
4. .... *Percentage* ....

Form 39—F-20138—5M—1-31

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Oct. 26, 1935

Job name Arch Cape Tunnel Explorations

Week from Oct. 19 to Oct. 26

Mail address Jewell

Highway Oregon Coast

Telegraph or telephone address

County Clatsop Job prefix 71-2409

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Tunnel crew made an average of 7 Lin. ft. this week. The tunnel on the north side is in 150 ft. The sandstone remained the same all week.

Tunnel on the south side is 104 ft. -formation loose rock and dirt all the way to date.

Herman Jackson, tunnelman was layed off and time checked Oct. 22 and Andrew Carlson put in his place.

Transit Crew 2 days on this week.

OCT 2 1935

(See back of this sheet for instructions and detailed information)

Signed Carl A. [illegible]

Title [illegible]

GRADING CONSTRUCTION

Total miles of grading in project ....

Miles completed ....

Miles completed except finishing ....

Total cubic yards in project ....

Cubic yards moved to date ....

Miles covered by contractor's forces ....

Miles cross-sectioned ....

Miles cross-sections completed and checked ....

Miles to be remeasured ....

Number men in Engineering Party ....

Contractor's average force for week .... *men,*

.... *teams,* .... *steam shovels*

Grading work will be completed about ....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project ....

Miles completed ....

Miles partially done ....

Total cubic yards in project ....

Cubic yards produced to date ....

Average daily yardage produced this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Project will be completed about ....

Number of men in Engineering Party ....

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project ....

Miles paving completed ....

Total square yards in project ....

Square yards completed to date ....

Average daily square yards this week ....

Miles shoulders completed both sides ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Job will be completed about ....

Number of men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* .... *Percentage* ....
2. .... *Percentage* ....
3. .... *Percentage* ....
4. .... *Percentage* ....

Form 89—F-20138—5M—1-31

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Oct 19th, 1935

Job name Arch Cape Tunnel Exploration

Week from Oct 12th to Oct 19th

Mail address Jewell

Highway Oregon Coast

Telegraph or telephone address "

County Clatsop Job prefix 71-2409

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Tunnel crew made an average of 6 lin.ft. this week - Tunnel on the north side is in 123 feet, the sandstone has remained the same all week.

Tunnel on the south side is 70 feet in - formation - loose rock and dirt all the way to-date.

Const Engin H.G. Smith, F.D. Eason H.W. Libby here Friday.

Engin. Crew 3 days this week set ℄ and grade in both tunnels and slashed and set R/W stakes.

RECEIVED
OCT 21 1935

(See back of this sheet for instructions and detailed information)

Signed Carl A Peterson

Title Res. Engin

GRADING CONSTR[illegible]ON

Total miles of grading in project ....

Miles completed ....

Miles completed except finishing ....

Total cubic yards in project ....

Cubic yards moved to date ....

Miles covered by contractor's forces ....

Miles cross-sectioned ....

Miles cross-sections completed and checked ....

Miles to be remeasured ....

Number men in Engineering Party ....

Contractor's average force for week .... *men,*

.... *teams,* .... *steam shovels*

Grading work will be completed about ....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project ....

Miles completed ....

Miles partially done ....

Total cubic yards in project ....

Cubic yards produced to date ....

Average daily yardage produced this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Project will be completed about ....

Number of men in Engineering Party ....

INSTRUCTIONS

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SURVEYS

Total mileage of section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

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PAVING WORK

Total miles paving in project ....

Miles paving completed ....

Total square yards in project ....

Square yards completed to date ....

Average daily square yards this week ....

Miles shoulders completed both sides ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Job will be completed about ....

Number of men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* .... *Percentage* ....
2. .... *Percentage* ....
3. .... *Percentage* ....
4. .... *Percentage* ....

Form 89—F-20138—5M—1-31

Coast Hwy
Arch Cape

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Oct. 12th, 1935

Job name Arch Cape Tunnel
Exploration Work

Week from Oct 5th to Oct 12th

Highway Oregon Coast

Mail address Jewell

Telegraph or telephone address

County Clatsop Job prefix 7F2409

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

J. B. Doyle has 82 feet of tunnel
on the north side of Cape and
32 feet on the south side
He ran out of the sand stone and
into cemented gravel formation on the
north side. Formation on side side
is loose rock and dirt to date

8 men are employed

Engineer crew 2 days ran ℄ and
levels

OCT 14 1935

(See back of this sheet for instructions and detailed information)

Signed Carl A Peterson

Title Res Engin.

GRADING CONSTR ON

Total miles of grading in project ....

Miles completed ....

Miles completed except finishing ....

Total cubic yards in project ....

Cubic yards moved to date ....

Miles covered by contractor's forces ....

Miles cross-sectioned ....

Miles cross-sections completed and checked ....

Miles to be remeasured ....

Number men in Engineering Party ....

Contractor's average force for week .... *men,*

.... *teams,* .... *steam shovels*

Grading work will be completed about ....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project ....

Miles completed ....

Miles partially done ....

Total cubic yards in project ....

Cubic yards produced to date ....

Average daily yardage produced this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Project will be completed about ....

Number of men in Engineering Party ....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project ....

Miles paving completed ....

Total square yards in project ....

Square yards completed to date ....

Average daily square yards this week ....

Miles shoulders completed both sides ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Job will be completed about ....

Number of men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* .... *Percentage* ....
2. .... *Percentage* ....
3. .... *Percentage* ....
4. .... *Percentage* ....

Coast
Highway
Arch Cape

October 11, 1935

Mr. Rey B. Early, General Manager
Portland Public Market
800 Southwest Front Avenue
Portland, Oregon

Dear Sir:

Responding to your communication of October 7, relative to the Arch Cape Section of the Oregon Coast Highway between Cannon Beach and Manzanita Junction, advise that we propose to receive bids for the construction of the Arch Cape Tunnel on December 4. As soon as the plans are prepared, will send you a copy.

Very truly yours,

State Highway Engineer

RHB:HI

cc Governor Martin
Mr. Probert

PORTLAND PUBLIC MARKET
PUBLIC MARKET COMPANY OF PORTLAND
800 SOUTHWEST FRONT AVENUE
PORTLAND, OREGON

Referred to Mr Baldock
[✓ For report in duplicate to Governor]
For reply direct to inquirer-copy for our files
Note & return
EXECUTIVE DEPARTMENT

10/7/35

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Mr. Baldock:

A recent article from Cannon Beach with reference to completion of the Arch Cape sector of the Coast Highway would indicate that this work, so highly necessary to make use of the tremendous investment already made in this highway and as a further relief to unemployment, was shortly to proceed. You will recall that agreement between the counties of Clatsop and Tillamook where the highway commission provided for the early completion of this section more than ten years ago, and it is to be assumed that your department is vitally interested in getting this under way, since the project is so well adapted to giving employment during the winter season.

I know personally that the Bureau of Federal Roads in Washington is interested in seeing this highway gap completed and that also is the sentiment of most authorities in this state.

Please advise me when the contract will be let, and, as previously requested, send me blue-prints and specifications therefor. Thanking you for an early response.

Yours very truly
Roy B Early
General Manager

PORTLAND PUBLIC MARKET

RBE/jb

Copy of letter sent to R. H. Baldock

Coast
Highway
Arch Cape

PORTLAND PUBLIC MARKET
PUBLIC MARKET COMPANY OF PORTLAND
800 SOUTHWEST FRONT AVENUE
PORTLAND, OREGON

10/7/35

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Mr. Baldock:

A recent article from Cannon Beach with reference to completion of the Arch Cape sector of the Coast Highway would indicate that this work, so highly necessary to make use of the tremendous investment already made in this highway and as a further relief to unemployment, was shortly to proceed. You will recall that agreement between the counties of Clatsop and Tillamook where the highway commission provided for the early completion of this section more than ten years ago, and it is to be assumed that your department is vitally interested in getting this under way, since the project is so well adapted to giving employment during the winter season.

I know personally that the Bureau of Federal Roads in Washington is interested in seeing this highway gap completed and that also is the sentiment of most authorities in this state.

Please advise me when the contract will be let, and, as previously requested, send me blue-prints and specifications therefor. Thanking you for an early response.

Yours very truly

Roy B Early
General Manager

PORTLAND PUBLIC MARKET

RBE/jb

Copy of this letter sent to Governor Martin.

Form 39—F-20138—5M—1-31

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Oct 5th, 1935

Job name Arch Cape Tunnel Exploration	Week from Sept 28th to Oct 5th
	Mail address Jewell
Highway Oregon Coast	Telegraph or telephone address
County Clatsop Job prefix 7k 2V.09	Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

J. B. Doyle struck solid sand stone rock in tunnel at Sta 515+65 - or 48 feet from face of Exploration tunnel on the North Side of Cape

On The South side of Cape 39 feet was excavated from 0 to a depth of 12 feet where face of tunnel was started. One set of timbers (4' centers) has been placed.

8 men are employed

RECEIVED
OCT 7 - 1935

7 - 1935

(See back of this sheet for instructions and detailed information)

Signed Carl A Peterson

Title Res Engr.

Form 30—F-20138—6M—1-31

GRADING CONSTR ON

Total miles of grading in project ....

Miles completed ....

Miles completed except finishing ....

Total cubic yards in project ....

Cubic yards moved to date ....

Miles covered by contractor's forces ....

Miles cross-sectioned ....

Miles cross-sections completed and checked ....

Miles to be remeasured ....

Number men in Engineering Party ....

Contractor's average force for week .... *men,*

.... *teams,* .... *steam shovels*

Grading work will be completed about ....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project ....

Miles completed ....

Miles partially done ....

Total cubic yards in project ....

Cubic yards produced to date ....

Average daily yardage produced this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Project will be completed about ....

Number of men in Engineering Party ....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project ....

Miles paving completed ....

Total square yards in project ....

Square yards completed to date ....

Average daily square yards this week ....

Miles shoulders completed both sides ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Job will be completed about ....

Number of men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* .... *Percentage* ....
2. .... *Percentage* ....
3. .... *Percentage* ....
4. .... *Percentage* ....

Form 39—F-20128—6M—1-31

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Sept 28th, 1935

Job name Arch Cape Tunnel	Week from Sept 21 to Sept 28
	Mail address Jewell
Highway Oregon Coast	Telegraph or telephone address
County Clatsop Job prefix 71-2409	Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

J. B. Doyle has 48 feet of explenation tunnel dug and timbered. No rock has been encountered as yet. Small seepage in tunnel.

Timbers have been cut to right size for the tunnel on South Side and will be hauled around the cape the first opportunity.

It's only occasional that a truck can get around.

Engin crew [illegible] ran E and Spiral on South Side [illegible] this week

Assistant Division Engineer F. [illegible] here on Wednesday and suggested that J.B. Doyle get South Side of [illegible] started. [illegible] the mine car and tracks but only one compressor is needed.

(See back of this sheet for instructions and detailed information)

Signed Carl A. [illegible]

Title Res. Engr.

GRADING CONSTR[illegible]ON

Total miles of grading in project ....

Miles completed ....

Miles completed except finishing ....

Total cubic yards in project ....

Cubic yards moved to date ....

Miles covered by contractor's forces ....

Miles cross-sectioned ....

Miles cross-sections completed and checked ....

Miles to be remeasured ....

Number men in Engineering Party ....

Contractor's average force for week .... *men,*

.... *teams,* .... *steam shovels*

Grading work will be completed about ....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project ....

Miles completed ....

Miles partially done ....

Total cubic yards in project ....

Cubic yards produced to date ....

Average daily yardage produced this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Project will be completed about ....

Number of men in Engineering Party ....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

[illegible] SURVEYS

Total mileage of section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project ....

Miles paving completed ....

Total square yards in project ....

Square yards completed to date ....

Average daily square yards this week ....

Miles shoulders completed both sides ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Job will be completed about ....

Number of men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* .... *Percentage* ....
2. .... *Percentage* ....
3. .... *Percentage* ....
4. .... *Percentage* ....

Form 39—F-20138—5M—1-31

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Sept 21, 1935

Job name Arch Cape Tunnel

Week from Sept 14 to Sept 21

Mail address Jewell

Telegraph or telephone address

Highway Oregon Coast

Express and freight address

County Clatsop Job prefix

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Engineer Crew of 3 men and self - set grade and ℄ for Jack Doyle to start exploration tunnel.

Also swamped ℄ from 518 - 532 Ran ℄ Levels on Beach St to Webb Ave for approaches.

Jack Doyle Tunnel Supt. has six men driving tunnel, Started to timber Thursday

(See back of this sheet for instructions and detailed information)

Signed Carl A Peterson

Title Res Engr

GRADING CONSTRUCTION

Total miles of grading in project ....

Miles completed ....

Miles completed except finishing ....

Total cubic yards in project ....

Cubic yards moved to date ....

Miles covered by contractor's forces ....

Miles cross-sectioned ....

Miles cross-sections completed and checked ....

Miles to be remeasured ....

Number men in Engineering Party ....

Contractor's average force for week .... *men,*

.... *teams,* .... *steam shovels*

Grading work will be completed about ....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project ....

Miles completed ....

Miles partially done ....

Total cubic yards in project ....

Cubic yards produced to date ....

Average daily yardage produced this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Project will be completed about ....

Number of men in Engineering Party ....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project ....

Miles paving completed ....

Total square yards in project ....

Square yards completed to date ....

Average daily square yards this week ....

Miles shoulders completed both sides ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Job will be completed about ....

Number of men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* .... *Percentage* ....
2. .... *Percentage* ....
3. .... *Percentage* ....
4. .... *Percentage* ....

Coast
Highways
Arch Cape

August 17, 1935

Mr. John F. Conway,
Railway Exchange Building
Portland, Oregon

Dear Sir:

Referring to yours of July 27, it is expected that the tunnel project at Arch Cape will be awarded at the earliest possible date after the plans have been approved. It will probably require 18 months to complete due to the labor requirement under the Public Works Program.

The construction of the intervening section will be dependent upon the availability of funds. I am sure that the Commission will give consideration to carrying on the construction of this road in proportion to the amount of funds available.

Very truly yours,

State Highway Engineer

HGS:H:RHB:HI

LAW OFFICES
JOHN F. CONWAY
RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 2 - 1935

July 27, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
State Office Building,
Salem, Oregon.

Dear Mr. Baldock:

You will recall that I have written you from time to time in the past relative to the coast highway in the vicinity of Hug Point and Arch Cape at Cannon Beach, Oregon. I am very pleased to hear of the allocation for the completion of the tunnel on said road at Arch Cape. In this connection I would appreciate it very much if you would kindly advise me when this particular project will begin and how long will it take to finish the work in connection therewith.

Moreover, I understand that there is about three miles of uncompleted graded road between the point at Arch Cape and the end near Short Sand Beach in Tillamook County. Under the present set up it is necessary to travel approximately forty miles from Arch Cape in order to get to Short Sand Beach, whereas, if this road was completed, it would be about three miles to said point from Arch Cape, and then the Coast Highway would be complete. Furthermore, this project has been hanging fire for years, and, as I understand it, the Bureau of Public Roads is desirous of completing same as soon as possible. The traveling public and residents along the route of said road would then have a safe means of getting to and from their homes and along the beach, and the entire road would then be put to a beneficial use for the public. I should also be pleased to have you advise me of the status of this part of the road, that is, when will work begin thereon, and when do you expect it to be completed.

Thanking you in advance for your consideration, I am,

Yours very truly,

John F. Conway

JFC/o

REFERRED TO
H G Smith
By State Highway Engineer

Please prepare a reply
for me

Highways
Arch Cape tunnel

August 7, 1935

Mr. Ray B. Early
Portland Public Market
800 Southwest Front Avenue
Portland, Oregon

Dear Sir:

Responding to your communication of August 5, advise that I have requested Mr. Probert to furnish you with a set of the specifications for the Arch Cape Tunnel at such time as we call for bids.

Referring to your further inquiry, advise that the Commission has set aside the sum of $150,000. Clatsop County will put in $38,000. This will complete the tunnel and maybe a short additional piece of road, but there will still be required the expenditure of about $700,000 before the section between Cannon Beach and Nehalem will be open for traffic.

Very truly yours,

State Highway Engineer

RHB:HI

cc Mr. S. H. Probert

PORTLAND PUBLIC MARKET
PUBLIC MARKET COMPANY OF PORTLAND
800 SOUTHWEST FRONT AVENUE
PORTLAND, OREGON

8/5/35

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Mr. Baldock:

Referring to your letter of July 29 concerning allocation of funds for the Arch Cape Tunnel would ask that when you call for bids, which I understand is to be sometime this month, that I might be furnished with a set of the specifications since one of our employees who used to build railroads for us, would be interested in bidding, ~~which,~~ with a little additional financing, could be arranged.

As I understand it, the $150,000.00 is in addition to the amounts to be contributed by Clatsop and Tillamook counties and it is presumed that the total amount to be expended will complete and make usable this entire stretch of highway which is now dead-ended. Would you kindly give me this additional information at your convenience.

Very truly yours,

Rey B Early

REY B. EARLY

RBE/vg

OMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Comm.
Highway
Arch Cape-Neahkahnie

August 5, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Calder,
210 Shoemaker Bldg.,
Baker, Ore.

NOTED
State Highway Engineer

Dear Sir:

We are sending you a 2000' to the inch map showing the approximate information requested in your letter of July 31, between Arch Cape and Neahkahnie Mt. We are very sorry that we do not have a larger scale map of the entire section and hope that the small scale map will give you sufficient information. Later, as the final location maps are sent in from the field and made up, we will be very glad to furnish you more detailed information.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock

Highway
Arch Cape

August 2, 1935

Mr. H. G. Smith
Office

Dear Sir:

Herewith communication which is self-explanatory from W. C. Calder. Please send him such information as you have to conform with his request.

Very truly yours,

RHB:OC State Highway Engineer

cc W. C. Calder
Baker, Oregon

(Re: Furnishing 6f sketch map of beach frontage just below Arch Cape, and 160 acres just below Arch Cape.)

Coast
Projects
Arch Cape

July 29, 1935

Mr. Ray B. Early
Portland Public Market
800 Southwest Front Avenue
Portland, Oregon

Dear Sir:

Responding to your communication of July 24, relative to the allocation of funds for the construction of the Neahkahnie Mountain Section of the Oregon Coast Highway, please be advised that the Highway Commission last week set aside the sum of $150,000 toward the grading and tunnel at Arch Cape.

Very truly yours,

State Highway Engineer

RHB:HI

cc Governor Martin

July 29, 1935

Honorable Charles H. Martin
Governor of the State of Oregon
Supreme Court Building

Dear Sir:

In response to your request for a report relative to the attached communication regarding the allocation of funds for grading the Neahkahnie Mountain Section of the Oregon Coast Highway, advise that the Commission set aside the sum of $150,000 for this purpose at the last meeting.

Very truly yours,

State Highway Engineer

RHB:HI

PORTLAND PUBLIC MARKET
PUBLIC MARKET COMPANY OF PORTLAND
800 SOUTHWEST FRONT AVENUE
PORTLAND, OREGON

7/24/35

Mr. R. H. Baldock, Chief Engineer
State Highway Commission,
Salem, Oregon.

Dear Mr. Baldock:

In making your shortly forthcoming allocation of highway funds among the various districts and projects in the state, permit me, in behalf of a great many interested people, to direct your attention to the necessity of closing the four mile gap in the Neah-Kah-Nie Mountain-Cannon Beach sector of the Oregon Coast Highway. You will recall that more than a decade ago a joint arrangement between the Highway Commission and the counties of Tillamook and Clatsop was entered into to insure the prompt completion of this section of the Coast Highway thereby making available to the public in full measure, this magnificent highway. As it now stands, disjointed, its utility to the public is but a fraction of what it would be if this gap were completed.

When the writer was in Washington in April he presented this matter to Dr. McDonald and L. I. Hewes of the Bureau of Public Roads. That office is quite conversant with and sympathetic toward the necessity of eliminating this four mile gap but stated that this was a matter mainly for consideration and recommendation of the State Highway Department since it was necessary for the Federal agency to depend upon them for reliable advice.

This section, including as it does, a short tunnel at Arch Cape, and being mainly rock work, would be a most desirable project to be carried on during inclement weather this winter. It would also provide employment for a class of skilled labor, tunnel and rock men who can find little or nothing to do on projects in other sections of this state. The estimates of cost for the completion of this four mile gap are considerably higher than the unit bids received by the commission for similar construction. Hence, there is little doubt that in the letting of contracts, the total cost will be materially less than the computations.

There is every justification as well as every need for providing for the prompt completion of the Coast Highway in Clatsop and Tillamook counties. The present investment there is practically nullified by this intervening gap. It is also most appropriate that the present Highway Commission carry out the agreements made so many years ago which, long 'ere this, were planned to be brought to fruition. Thanking you for your careful and favorable consideration, I am

Sincerely yours,

Rey B Early

REY B. EARLY

cc to: Governor Martin
Federal Bureau of Roads
State Highway Commissioners

FORM S-A-1 16919 15M 9-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Const.
Ore. Coa. Hwy

July 3, 1935.

Mr. W. E. Chandler,
Division Engineer,
Salem, Ore.

Attention Mr. Pason.

Dear Sir:

I wish to make an inspection of the Neahkahnie Mountain location from Manzanita to Arch Cape either July 8th or 9th, accompanied by Mr. Simonson of the Bureau of Public Roads. I cannot tell you exactly at this time when we will be there, but I will wire you later.

Please see that sufficient location data is available in the office at Nehalem for inspection.

I will advise Mr. Scott by wire some time in advance of our arrival.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/R

CC to
R.H.Baldock ✓
J. H. Scott

CONTRACT# [redacted] 1815

WPMH 194-C 20th St.-28th St. Sec. in 1936
Astoria, Columbia River Hwy.

1816

FORM 5-A-1 [illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUN 20 [illegible]
FOR FILING

194-2

June 17th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. F. D. Eason
Division Engineer
C i t y

NOTED
State Highway Engineer

Dear Sir:

You may open the Whitesom Bridge and Astoria pavements after fourteen days if the cylinders have passed the requisite strength tests.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

RECEIVED

194-c

November 12, 1937

MEMORANDUM TO MR. HOLLENBERG:

Reference is made to progress voucher No. 4 for Project No. WPMH 194-C, which voucher was submitted to the Bureau of Public Roads on September 19, 1936, in the amount of $2,385.32.

The payment received for this voucher was $2,041.88, which represents a reduction of $343.44. No explanation was received from the Bureau regarding this reduction, but a further check of the voucher indicates a correction was probably made by them for the item of "381.6 lin. ft. Removal of Railway Tracks" at $0.10. The voucher erroneously shows the extension as $381.60, instead of $38.16 which represents the amount of reduction in payment.

Very truly yours,

J. W. Nash

#1816

RECEIVED
NOV 2 1936
FOR FILING

194-C

November 2, 1936

Massachusetts Bonding & Insurance Company,
Tate, Westenfelder & Berg, Agents,
Wilcox Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1816 for the construction of the 20th Street-28th Street Section of the Columbia River Highway in Astoria, Clatsop County, has been completed by the contractors, Brookfield Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after November 12, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $31,028.95, including the final payment. Of this amount $170.35 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

194-C

#1816 x

October 3, 1936

Massachusetts Bonding & Insurance Co.,
Tate, Westenfelder & Berg, Agents,
Wilcox Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Brookfield Company on Contract No. 1816 for the construction of the 20th Street-28th Street Section of the Columbia River Highway in Clatsop County. This payment will be made on or after October 15, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

Dict. by J. McFarland.

194-C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP [illegible] 1936

RECEIVED
OCT 29 1936
FOR FILING

Sept. 23, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to intermediate voucher for Oregon WPMH 194-C, covering period from July 16, 1936 to July 31, 1936, submitted in amount of $2,385.32.

We note incorrect extension of removal of railway tracks. At 10 cents per linear foot, this extension should be $38.16. This makes the total for the 40' asphaltic pavement section $4,038.17 and for the project, $30,582.66. On this basis the net claim is $2,014.88. The voucher is being recommended for payment in this reduced amount.

Please show on the next voucher previous payments as $30,582.66.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

194-C ×

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

September 4, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPMH 194-C, Astoria Section, Columbia River Hwy., Clatsop County ______, was made by a representative of this office on August 15, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Fvn

Form 338—5M—5-36

19.4-C

[illegible]GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 1st, 1936

Section 20th-28th Streets Astoria

Kind of work concrete pavement

Highway Lower Columbia

Section prefix 4-1105 [illegible] WPGH 194-C

Contractor Brookfield Company

Contract number 1816

Date of contract February 6th, 1936

Date of completion July 31st, 1936

Date work started April 7th, 1936

Estimated date of completion ...., 193....

Amount of contract $ 30580.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 31803.20

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 2202.30, ...%

Date project was completed July 31st, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Small crew all ~~[illegible]~~ week on clean up,pouring joints,etc.Barricades pulled down on evening of 31st and entire section opened to traffic. People are trying it out and making plenty good enough time over it.Guide lines and some slow or caution signs should be put up as soon as convenient.The matter of making Exchange Street a stop street was brought up by Judge Boyington .City Manager Conville says that he is not opposed to making Exchange a stop street but that the City will not be able to properly police the section and says that wihout being properly policed,it may not be best to try to stop traffic.

E.T.Hamilton ,materials checker,left last night and is leaving the department fo other employment.

John ~~[illegible]~~ Baker,transitman,who has been doing the instrument work on this section, is working on the final and has it pretty well along.

RECEIVED
AUG - 3 1936
DIVISION ENGINEER
DISTRICT 2

NOTED

Signed JHScott J.H.Scott

Address Nehalem,Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					.35
Miles partially completed					[illegible]
Miles completed					.35
Total estimated quantities					9000
Estimated quantities moved or placed to date					*
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					8
Average force on project for week					6

Percentages of men employed on contract to be secured from: Astoria

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Relief COUNTY	U S E S COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2	3				1	6
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., 1 truck ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Weather - clear and warm all week.		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 124

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon WPMH 194-C

June 15, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Hon

2160

Form P. R. 2

State Oregon

U. S. Works Program Highway

Project No. WPMH 194-Section C

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

RECEIVED
APR 4 1936
OREGON
STATE HIGHWAY

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of April, 1936 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Congress):

Whereas the Highway Department of said State submitted on the 5th day of June, 1933, a project statement, which was approved by the Secretary on the 28th day of June, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 17th day of January, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-three thousand, six hundred thirty-eight and no/100 dollars ($33,638.00) as the share of the United States payable under said act on account of Section C of said project, which is ~~[illegible]~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935. (Include date and citation of act of legislature by which authorized)
(Public Res. No. 11, 74th Congress)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 0+76 on Franklin Avenue at 28th Street and Survey Station 18+25 on Commercial Street between 20th and 21st Streets, all in the town of Astoria.

, length 0.331 of a mile~~s~~ in Clatsop County, being Section C of Oregon U.S. Works Program Hwy project No. WPMH 194, consisting of 0.331 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span, [illegible]; known locally as Commercial St. and Franklin Ave. in the City of Astoria, an official control point on F.A. Routes Nos. 1 and 2.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of thirty-three thousand, six hundred thirty-eight and no/100 dollars ($33,638.00), certified to the Secretary of the Treasury as above mentioned, which ~~does~~

~~[illegible] Federal pro rata share of~~

~~dollars ($~~ is ~~)~~ the approved total estimated cost of Section C of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing

State Highway Funds, Chap. 41, Laws of 1927, and Chap. 248, Laws of 1931.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 25th day of May, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By F L Louville
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,

By L. E. Boykin
Acting Chief, Bureau of Public Roads.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Works Program Highway Project No. WPMH 194-C, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $33,638.00 as the total estimated cost of said project, and the sum of $33,638.00 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro rata share of~~ is said total estimated cost.

Done at the city of Washington, this 25th day of May one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—6239

FORM 5-3-1 1M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

May 14th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Brookfield Company
Astoria, Oregon

Attention: Mr. Larson.

Gentlemen:

There is very little concrete work going on at the present time, and there are several finishing machines in Oregon. Therefore, it would seem possible for you to rent a machine for your contract in Astoria.

The use of the finishing machine was one of the requirements in the specifications upon which the job was bid. Therefore, I find it impossible to make a modification of the specifications of such a serious nature. These specifications were bid upon by the other contractors and approved by the authorities. Therefore, it is impossible to permit you to do hand finishing.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
State Highway Engineer

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon WPMH-194-C

POST OFFICE BUILDING
PORTLAND, OREGON

April 3, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

RECEIVED
APR 1 1936
OREGON
STATE HIGHWAY COMMISSION

FORM 2-A-1 5M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

1914-

April 2nd, 1936

Mr. J. H. Scott
Resident Engineer
State Highway Dept.
Nehalem, Oregon

NOTED
State Highway Engineer

Dear Sir:

I note your correspondence with Mr. Chandler with reference to telephone poles in the City of Astoria.

It is my suggestion that you take this up with the City Manager, who no doubt will arrange to place the poles between the curbs and the sidewalks as is customary everywhere.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
W. E. Chandler

THE CITY OF ASTORIA, OREGON

COMMISSIONERS:
LLOYD VAN DUSEN ANTON SORENSEN

MAYOR
J. C. TEN BROOK
CITY MANAGER
~~[illegible]~~
James O. Convill

COMMISSIONERS:
WILLIAM MANNILA DR. W. C. LOGAN

114-2

March 19, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Mr. Baldock:

Referring to your letter of March 16, I wish to state that after a conference with Mr. Bartlett, Manager of the Port of Astoria, we are prepared to comply with the Federal regulations as per the requirements of the U. S. Bureau of Public Roads. Since that seems to be the only hitch in the preparation of our agreement, I imagine it will now be possible for you to proceed.

Sincerely yours,

James O. Convill
City Manager.

JOC:J

REFERRED TO
~~H.G.~~ Probert
By State Highway Engineer

March 16, 1935

Mr. James O. Convill
City Manager
Astoria, Oregon

Dear Mr. Convill:

Relative to your city's offer to place the dredge fill on the proposed Franklin Ave.-Commercial Street Project, we are informed by the U. S. Bureau of Public Roads that federal aid will not be forthcoming unless all federal requirements in regard to selection of labor, wage rates and hours of employment, are complied with.

We are enclosing a copy of the federal regulations, and desire to be advised as to whether or not compliance with them will be possible.

We find now that the construction of a 60-foot fill with 3:1 side slopes will require approximately 33,000 cubic yards of material. The $3,300 to be paid the city will, therefore, figure about 10 cents per cubic yard.

We are ready to proceed with the preparation of an agreement along the lines discussed with you when you were in Salem, as soon as we hear from you, provided the federal regulations can be complied with.

Very truly yours,

State Highway Engineer

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

March 7, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of March 6, 1935, concerning a proposed regular Federal Aid project in Astoria.

The present requirements on all such projects as to securing labor, hours and minimum wages are very definite. We understand from Mr. Probert's letter that none of these requirements are to be met.

We accordingly do not see any way in which the project can be done with Federal funds under existing regulations. Those for 1936 regular Federal Aid have not been issued and we do not have any information as to what they may or may not contain. We therefore cannot make any commitment concerning projects to be prosecuted thereunder.

If an appreciable saving is possible by having the Port Commission place the fill, it could be done without Federal cooperation and we could then cooperate on a contract for the paving.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

March 6, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We have under consideration for inclusion in our regular federal aid program a project in the City of Astoria which involves the construction of a fill of dredged material and the construction thereon of about 1,500 feet of 40-foot pavement.

The fill requires only about 22,000 yards of material, and, if a dredge were to be brought in by a contractor for this small amount of work, the cost would run to twenty-five or thirty cents per yard. The City, through its Port Commission, owns a dredge and has offered to place the fill at a guaranteed price of fifteen cents per yard.

Will you kindly advise us of the conditions under which we can enter into an agreement with the City to perform this embankment construction work without violating federal regulations or code provisions and without causing the work to be ineligible for federal aid.

The City's offer contemplates, of course, that it will be permitted to perform the work with its own regular dredging crew, paying the crew at its regular rates and working forty-eight hours per week. It may not be possible for the City to do the work if obliged to break in a new crew.

An early reply will be appreciated, so that our negotiations with the City may be carried further.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MB

194-C

March 17, 1936

Brookfield Company
32nd Street & Waterfront
Astoria, Oregon

Gentlemen:

By express we are sending to you today a fully executed copy of contract no. 1816, awarded to you on February 6, 1936, for 0.331 mile paving on the 20th St.-28th St. Section of the Columbia River Highway in Astoria, Clatsop County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DP

194-C

March 10, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the 20th St.-28th St. Section in Astoria, Project No. WPMH 194-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPMH 194-C

20TH ST.-28TH ST. IN ASTORIA

ON THE COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 5, 1936

46' Concrete Pavement (Sta. 0+76 to 15+76)

All Required		Clearing and Grubbing		$ 257.40
210	cu. yds.	Trench Excavation	$ 1.00	210.00
2,800	cu. yds.	Excavation, Single Classification	0.35	980.00
2,800	sq. yds.	Removal of Old Pavement	0.30	840.00
1,100	lin. ft.	Removal of Curbs	0.10	110.00
7	only	Removal of Catch Basins	3.00	21.00
150	lin. ft.	8" Drain Pipe	0.60	90.00
7	only	Concrete Catch Basins	25.00	175.00
2,540	lin. ft.	Concrete Curbs	0.70	1,778.00
50	sq. yds.	Concrete Driveway Aprons	2.25	112.50
9,000	sq. yds.	Portland Cement Concrete Pavement	1.78	16,020.00
1,100	lin. ft.	¾" Expansion Joints	0.20	220.00
900	lin. ft.	½" Expansion Joints	0.15	135.00
4,200	lin. ft.	Contraction Joints	0.04	168.00
5,500	only	Dowels	0.20	1,100.00
4,400	lbs.	Tie Bars and Reinforcement	0.06	264.00
150	cu. yds.	Sand Cushion	1.60	240.00
1,200	cu. yds.	Rock Sub-base	1.80	2,160.00
580	cu. yds.	Rock Base	2.15	1,247.00
50	cu. yds.	½" - 0" Rock in Walks	2.50	125.00
70	cu. yds.	Filler	0.50	35.00
70	yd. mi.	Hauling Filler	0.15	10.50
		Subtotal		$ 26,298.40
		10% Engr. & Cont.		2,629.84
		Total		$ 28,928.24

Length 0.284 mile
Cost per mile $101,860.00

40' Asphalt Pavement (Sta. 15+76 to 18+25)

All	Required	Clearing and Grubbing		$ 42.60
380	lin. ft.	Removal of Railway Track	$ 0.10	38.00
20	cu. yds.	Trench Excavation	1.00	20.00
200	cu. yds.	Excavation, Single Classification	0.35	70.00
400	sq. yds.	Removal of Old Pavement	0.30	120.00
700	lin. ft.	Removal of Curbs	0.10	70.00
4	only	Removal of Catch Basins	3.00	12.00
10	lin. ft.	8" Drain Tile	0.60	6.00
1	only	Concrete Catch Basin	25.00	25.00
560	lin. ft.	Concrete Curbs	0.70	392.00
100	cu. yds.	Rock Sub-base	1.80	180.00
70	cu. yds.	Rock Base	2.15	150.50
10	cu. yds.	½" - 0" Rock in Walks	2.50	25.00
10	cu. yds.	Filler	0.50	5.00
10	yd. mi.	Hauling Filler	0.15	1.50
320	tons	Class "A" Asphaltic Concrete	7.10	2,272.00
120	tons	Cutback Asphalt Wearing Surface	7.10	852.00
			Subtotal	$ 4,281.60
			10% Engr. & Cont.	428.16
			Total	$ 4,709.76

Length 0.047 mile
Cost per mile $100,207.65

WPA Funds Requested:

46' Concrete Pavement......................	$ 28,928.24
40' Asphaltic Pavement......................	4,709.76
	$ 33,638.00

Funds for Maintenance: Chap. 31, laws 1927; Chap. 88, laws 1931.

	46' Concrete Pavement	40' Asphaltic Pavement
Estimated Labor Required	14,500 man-hours	2,500 man-hours
Cost of Labor	$ 8,500	$ 1,500
Cost of Materials	$ 9,000	$ 1,000

FORM 5-9-1 500 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

194-C

March 10, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

NOTED
State Highway Engineer

Dear Sir:

Mr. J. H. Scott reports that the dredging work at Astoria has been completed. This has resulted in a full width top of embankment in accordance with the agreement, and an excess of material on the surface above the required pavement grade.

The fill slopes, however, are made on a 2½:1 slope instead of a 3:1 slope. Mr. Scott thinks that the excess material on the top, which will be handled by our contractor, will probably give the additional material required to flatten the side slopes to approximately 3:1. If not, the City expects to dispose of all available excavation material along these embankments so as to eventually more than meet the requirements. We are requiring the City to cut or remove the exposed bulkhead material.

I would recommend that the work be accepted as is and settlement made with the City forthwith.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock ✓

194-C

March 4, 1936

Mr. H. G. Smith
Office

Dear Sir:

Please attach a copy certifying over your signature that the Port of Astoria has performed all work with reference to its contract in a workmanlike manner and that it is entitled, under the terms of the contract, to the payment herein stated.

Very truly yours,

State Highway Engineer

RHB:HI

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 1 1 1936
OREGON
STATE HIGHWAY COMMISSION

February 6, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon project WPMH 194-C, 20th Street-28th Street section in Astoria on the Columbia River Highway, to Brookfield Co., Astoria, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Iron

194-C

January 24, 1936

City Lumber and Supply Co.
Astoria, Oregon

Attention: Mr. Halsen

Gentlemen:

In reply to your letter of January 20th, this will advise that bids for the paving of the new connection between Franklin Avenue and Commercial Street in Astoria are to be received on February 6th.

A list of the bid items are being enclosed for your information.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

CITY LUMBER & SUPPLY CO.

WHOLESALE DISTRIBUTORS RETAIL DEALERS

LUMBER, COAL, BUILDING MATERIALS

WAREHOUSES, DOCKS
FOOT OF 9TH & 10TH STREETS

LUMBER YARD
22ND & COMMERCIAL STS.

ASTORIA, OREGON

LUMBER
FIR-SPRUCE-CEDAR

SHINGLES
SHAKES
LATH
MOLDINGS
VENEERS
SASH & DOORS
MILLWORK

WALLBOARDS

NAILS

"PABCO"
"MALTHOID"
ROOFINGS
ROOF COATINGS
WATER PROOFINGS
ROOFING ASPHALT
BUILDING PAPER
DEADENING FELTS

SAND
GRAVEL
CRUSHED ROCK
CEMENT
READY-MIXED CONCRETE

COMMON BRICK
FIRE BRICK
REFRACTORIES

METAL LATH
CORNER BEAD
WIRE MESH
REINFORCING STEEL

LIME
PLASTER

SEWER PIPE
CHIMNEY PIPE
DRAIN TILE
CULVERT PIPE

"PABCO"
PAINTS
ENAMELS
OILS
VARNISHES
KALSOMINE

COAL
SMITHING COAL
GASCO BRIQUETS

BUILDING SPECIALTIES

Jan. 20, 1936.

Oregon State Highway Department,
Salem, Oregon.

Gentlemen:

Would greatly appreciate information as to when COMMERCIAL STREET PAVING PROJECT, Astoria, will be opened for bids. Thanks in advance for your reply.

Yours very truly,

CITY LUMBER & SUPPLY CO. INC.

By Secy.

Feb. 6th

194-C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

January 22, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon U.S.Works Program Highway project WPMH 194-C, the Astoria section of the Columbia River Highway, have been recommended for approval. This is your authority to advertise for bids, as of this date, subject to final review and approval by the Chief Engineer of the Bureau.

It is noted that the plans all show this project as No. 173-B instead of the correct number 194-C.

On the estimate the length of the concrete section is shown as 0.298 mile, while we obtain a length of 0.284 mile. The summary on the plans checks with our lengths, and we would suggest that you recheck the length of this project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

194-C

January 15, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the 20th St.-28th St. Section in Astoria, Project No. WPMH 194-C.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPMH 194-C

[illegible] ST.-[illegible] ST. IN ASTORIA

ON THE COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 15, 1936

46' Concrete Pavement (Sta. 0+76 to 15+76)

All Required		Clearing and Grubbing		$ 80.00
210	cu. yds.	Trench Excavation	$ 1.00	210.00
2,800	cu. yds.	Excavation, Single Classification	0.50	1,400.00
2,800	sq. yds.	Removal of Old Pavement	0.30	840.00
1,100	lin. ft.	Removal of Curb	0.10	110.00
7	only	Removal of Catch Basins	3.00	21.00
150	lin. ft.	8" Drain Pipe	0.75	112.50
7	only	Concrete Catch Basins	25.00	175.00
2,540	lin. ft.	Concrete Curbs	0.60	1,524.00
50	sq. yds.	Concrete Driveway Aprons	2.00	100.00
9,000	sq. yds.	Portland Cement Concrete Pavement	2.00	18,000.00
1,100	lin. ft.	1" Expansion Joints	0.20	220.00
900	lin. ft.	¾" Expansion Joints	0.15	135.00
4,200	lin. ft.	Contraction Joints	0.03	126.00
5,500	only	Dowels	0.20	1,100.00
4,400	lbs.	Tie Bars and Reinforcement	0.06	264.00
150	cu. yds.	Sand Cushion	1.75	262.50
1,200	cu. yds.	Rock Sub-base	1.75	2,100.00
580	cu. yds.	Rock Base	2.40	1,392.00
50	cu. yds.	¾" - 0" Rock in Walks	2.40	120.00
70	cu. yds.	Filler	0.50	35.00
70	yd. mi.	Hauling Filler	0.20	14.00
		Subtotal		$ 28,341.00
		10% Engr. & Cont.		2,834.10
		Total		$ 31,175.10

Length 0.298 mile

Cost per mile $ 104,614.42

40' Asphalt Pavement (Sta. 15+76 to 18+25)

All Required		Clearing and Grubbing		$	20.00
380	lin. ft.	Removal of Railway Track	$ 1.50		570.00
20	cu. yds.	Trench Excavation	1.00		20.00
200	cu. yds.	Excavation, Single Classification	0.50		100.00
400	sq. yds.	Removal of Old Pavement	0.30		120.00
700	lin. ft.	Removal of Curbs	0.10		70.00
4	only	Removal of Catch Basins	3.00		12.00
10	lin. ft.	8" Drain Tile	0.75		7.50
1	only	Concrete Catch Basin	25.00		25.00
560	lin. ft.	Concrete Curbs	0.60		336.00
100	cu. yds.	Rock Sub-base	1.75		175.00
70	cu. yds.	Rock Base	2.40		168.00
10	cu. yds.	½" - 0" Rock in Walks	2.40		24.00
10	cu. yds.	Filler	0.50		5.00
10	yd. mi.	Hauling Filler	0.20		2.00
320	tons	Class "A" Asphaltic Concrete	8.00		2,560.00
120	tons	Cutback Asphalt Wearing Surface	8.00		960.00
			Subtotal	$	5,174.50
			10% Engr. & Cont.		517.45
			Total	$	5,691.95

Length 0.047 mile

Cost per mile $ 121,105.31

WPMH Funds Requested:-

46' Concrete Pavement..............................$ 31,175.10
40' Asphaltic Pavement..............................5,691.95

$ 36,867.05

	46' Concrete Pavement	40' Asphaltic Pavement
Estimated Labor Required	13,500 man-hours	2,500 man-hours
Cost of Labor	$ 8,500	$ 1,500
Cost of Materials	$ 9,000	$ 1,000

FORM 5-K-1 1500 9-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

December 5, 1935

Mr. James Convill,
City Manager,
Astoria, Oregon.

Dear Sir:

There has just been transmitted to me for transmittal to you as City Manager of Astoria a list of "top of curb grades on the proposed Franklin Avenue to Commercial Street change in the City of Astoria." I am also handing you white print of the change "showing the grade elevations marked at all essential locations."

A few days ago I sent you a form of resolution which, when adopted, will show an acceptance and approval of these grade changes. I did not have this other information at that time and assume you have postponed the adoption of the resolution until the receipt of the information which is going forward by today's mail.

Yours very truly,

J. M. DEVERS

JMD:FW

cc R. H. Baldock
   H. G. Smith
   W. E. Chandler
   Oscar Cutler

FORM 2-D-L 1M 9-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

December 2, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. J. M. Devers.

Dear Sir:

At the request of Mr. H. G. Smith, we are handing you herewith a list of top of curb grades on the proposed Franklin Avenue to Commercial Street change in the City of Astoria. Also, there is being handed you herewith a white print of the change showing the grade elevations marked at all essential locations.

This is for your information in connection with the City's resolution, which must be passed by the city commissioners, legalizing the grade changes. It is desired that this print be returned to the Division Office when you are through with same.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

NOTED
State Highway Engineer

FDE:AM
cc R. H. Baldock ✓
H. G. Smith

FORM 2-A-1 5M 9-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

November 12, 1935

IN REPLY PLEASE REFER TO FILE NO.

~~Mr. W. E. Chandler~~
~~Division Engineer~~
~~Salem, Oregon~~

NOTED
State Highway Engineer

Attention: Mr. Eason

Dear Sir:

Please furnish Mr. Devers the curb grades of the Astoria project immediately in order that they may be incorporated with the agreement with the City of Astoria; and in order that a proper resolution may be prepared by the city commissioners. These grades should be the elevation of top of curb at all grade breaks. This will necessitate that the elevation be worked out definitely as the grades cannot be afterwards changed.

Mr. Baldock wishes the same procedure followed on all city jobs in the future so that no changes will be made after the ordinance has been passed by the city council. This is in order to relieve the department of liability of property damage from unauthorized grade changes.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

194-C

James Connell

2:30 PM

Thursday Nov 7

[illegible]L, CHAIRMAN, PORTLAND
[illegible]RICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

October 29, 1935

Mr. James O. Convill,
City Manager,
Astoria, Oregon.

Dear Sir:

I am inclosing herewith five copies of the agreement covering the construction of the highway in Astoria to conform to the realignment recently agreed upon by the Highway Commission and the officials of the City of Astoria.

You will note I have changed this a little bit since you read the other draft and have now made this a complete agreement in itself. The Commission has decided to proceed without requiring the City to bid and is proposing to promptly enter into the agreement for the proposed improvement.

If you find that this conforms to your view and is acceptable to the City, will you please have it properly executed by the officials authorized to obligate the City and return the five copies to me so that I may submit them to the Highway Commission for execution. I shall appreciate your early consideration of this matter.

Yours very truly,

J. M. DEVERS

JMD:PW
Inc.
cc R. H. Baldock
H. B. Glaisyer
H. G. Smith
W. E. Chandler

194-C

BROOKFIELD COMPANY

By______________________________
President

By______________________________
Secretary
Party of the Second Part

Witnesses:

____

____

In consideration of the sum of One and no/100 Dollars ($1.00), receipt whereof is hereby acknowledged, and other valuable considerations, which are mutual as between the parties hereto, it hereby is agreed by and between the parties hereto that the foregoing contract is hereby with respect to all of its provisions extended for a period of three years, beginning with the first day of August, 1935, and each of the parties hereto shall be and are bound by all of the provisions of the foregoing agreement.

Dated this ______________ day of August, 1935.

STATE OF OREGON, by and through its
State Highway Commission

ATTEST:

____
Secretary

By______________________________
As Chairman

APPROVED:

By______________________________
As Commissioner

____
State Highway Engineer

By______________________________
As Commissioner

BROOKFIELD COMPANY

WITNESSES:

By______________________________
President

____

____

By______________________________
Secretary

original of Clark & Baldock 10/22
has been signed by commission and Co.

194-6C

x

October 1, 1935

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

The proposed Commercial Street-Franklin Avenue Project in the City of Astoria, involves, as you know, the construction of a dredged sand fill, which the City has offered to put in for a price of ten cents per cubic yard or a total of approximately $3,300. The tentative plan for the performance of the work has been to let by contract both the grading and paving work, and to have the contractor sublet the fill construction to the City.

Subsequent to the time that this tentative plan was determined upon, the Bureau of Public Roads has adopted a policy of allowing no payment to the State, either directly or indirectly, for the use of county-owned, state-owned or municipally-owned equipment employed on federal projects. The Bureau, also, has numerous other rules and restrictions applying to subcontracting, employment of labor, performance of work by city or county forces, et cetera, which interfere with and complicate the handling of work on the basis contemplated by this tentative plan. Because of this situation, it will be very difficult, if not impossible, to work out arrangements for the construction of the fill with federal moneys which will be practicable and at the same time satisfactory to the Bureau, to the City, to the contractor and to ourselves.

Therefore, and in view of the fact that the cost of the fill is only about ten per cent of the total cost of the project, I suggest and recommend that the fill construction be eliminated from the federal project and that its cost be paid from state funds. We could then arrange with the City of Astoria for the placing of the fill without further formality, and could later contract the paving work as a federal project. Such an arrangement would not only be more satisfactory to all parties concerned, but would enable the City to proceed with the work at once and to complete it before winter, having the fill in good shape for paving in the Spring.

Very truly yours,

Office Engineer

SHP:ER

FORM 2-S-1 22874 1500 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

194-C

September 4, 1935.

Mr. J. M. Devers
Attorney
Office.

Dear Sir:

In reference to the attached from the Brookfield Company in which they request that we change the period of notice from 12 to 48 hours, permit me to advise that our agreement with the War Department calls for a 24-hour maximum. We could not extend the period of notice beyond 24 hours, therefore, without taking the matter up again with the War Department.

I would suggest that you inform the Brookfield Company that we can extend this to 24 hours but not to 48 hours.

Very truly yours,

C. B. McCullough
Bridge Engineer

CBM:AP

cc Mr. Baldock

CONTRACT# 1817

1CO-B Chewaucan Narrows Sec. 1935

1817

1817

RECEIVED
FEB 13 1937
FOR FILING

100-B

February 12, 1937

Great American Indemnity Company
Harvey Wells Insurance Agency, Agents
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1817 for the construction of the Bridge over Chewaucan River near Paisley on the Fremont Highway in Lake County has been completed by the contractor, J. F. Johnston, and that final settlement will be made by the State with said contractor for work done under this contract, on or after February 22, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information, we wish to advise that the total amount paid the above contractor in connection with this contract will be $14,780.39, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

RECEIVED
FEB 2 1937
FOR FILING

10 D -15

January 28, 1937.

Mr. J. M. Devers:

Last summer we prepared an agreement with the Chewaucan Land and Cattle Company of Paisley in which they were to take over the old Chewaucan River Bridge, and relieve the state from any further responsibility on the structure.

This agreement was never executed by the company, and I have several times written them asking them to complete the agreement and return it. In answer to my last request they replied that the bridge has been completely dismantled by their company and the section of the road leading to and from the old bridge has been completely fenced. They also state that they feel that there is no longer any necessity for the execution of the agreement, and that the same should be considered null and void.

This agreement arose from the contractor, Mr. J. F. Johnston asking for this arrangement so that he would be relieved of the expense of tearing down the old bridge. We are still holding Mr. Johnston's final estimate pending the receipt of the agreement which would clear us of any responsibility.

With the above mentioned letter, is it advisable to pay Johnston's final estimate and close the matter?

G. S. Paxson

cc R. H. Baldock

100-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

October 8, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 100-B, Chewaucan Narrows Section, Fremont Highway, Lake County, ________________________, was made by a representative of this office on September 22, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

100-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 22 1936
OREGON
STATE HIGHWAY COMMISSION

Sept. 21, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to intermediate voucher for Oregon 100-B, covering period from July 11, 1936 to August 10, 1936, submitted in amount of $8,254.08.

We note that the extension for trench excavation is claimed as $354.00, while the correct amount should be $35.40. On the basis of this corrected amount, the total work on the roadway section is $35,225.46; the total claim, $21,487.53, and the net claim, $8,059.74.

The voucher is being recommended in this reduced amount. On the next voucher please show previous payments on the roadway section as $21,487.53.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

8254.08
8059.74
194.34

#1817x

100-B

September 14, 1936

Mr. H. B. Glaisyer:

Contract No. 1817 with J. F. Johnston for the construction of the Chewaucan River Bridge No. 2213 on the Fremont Highway in Lake County, was completed on July 31, 1936.

The acceptance of this project and permission to pay the final estimate is hereby requested of the Commission.

G. S. Paxson

DGD LD

APPROVED BY HIGHWAY COMMISSION
DATE Sept 15 1936
Secretary

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No.

IN YOUR REPLY PLEASE REFER TO FILE Oregon

100 - 13

August 17, 1936

Mr. H. B. Glaisyer:

Dear Sir:

We are forwarding herewith, for [illegible]

Herewith application of J. F. Johnston for a second extension of time on the Chewaucan River Bridge in Lake County, Contract No. 1817. This is accompanied by the consent of surety and by the recommendation of approval of the Bureau of Public Roads.

I would recommend that the extension requested, which is up to and including July 31, be granted without penalty.

District Engineer

C. S. Paxson

GSP LD
Attached

cc R. H. Baldock

NOTED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon 100-B

POST OFFICE BUILDING
PORTLAND, OREGON

July 6, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Encls.

Iron

Hy 28495

Form P. R. 2

State Oregon

Project No. 100-B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of April, 1936 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 13th day of March, 1923, a project statement, which was approved by the Secretary on the 10th day of May, 1923, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 22nd day of October, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-eight thousand, eight hundred sixty-eight and 78/100 dollars ($38,868.78) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

9—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1539+50 in the NW 1/4 of Sec. 2, T. 35 S., R. 20 E., W.M., and survey station 1831+39 in the SE 1/4 of Sec. 24, T. 34 S., R. 19 E., W.M., at the south end of Section A of said project,

, length 5.528 miles, in Lake County, being Section B of Oregon project No. 100, consisting of 5.487 miles of roadway and one bridge/xxxx of more than 20 feet clear span, 0.041 of a mile in length, known locally as the Chewaucan Narrows Section of the Fremont Highway, between official control points Silver Lake (lake) and Lakeview, on Federal Aid Route No. 16.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of thirty-eight thousand, eight hundred sixty-eight and 78/100 dollars ($38,868.78), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of sixty-three thousand, seven hundred nineteen and 33/100 dollars ($63,719.33), the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 17th day of June, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission.
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

8—5513

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 100-B, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 63,719.33 as the total estimated cost of said project, and the sum of $38,868.78 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 17th day of June
one thousand nine hundred and thirty-six

Secretary of Agriculture,

By ______________
Acting Chief, Bureau of Public Roads:

U.S. GOVERNMENT PRINTING OFFICE: 1934 8—4839

100-13

June 8, 1938

Mr. J. F. Johnston,
800 Sheridan Street,
Newberg, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of June 5th requesting an extension of time on your contract No. 1817 - Bridge over Chewaucan River in Lake County.

You are advised that before your application for extension of time can be considered by the Highway Commission it will be necessary to have the written consent of your surety on the bond furnished in connection with the contract. Please secure such consent of surety and forward it to this office to accompany your application.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

cc to Mr. G. S. Paxson.

Mr. Paxson: Herewith copy of his letter. Please advise of your recommendations. If this is Federal Project, please attach approval of the Bureau.

H. B. Glaisyer

Form 338—5M—11-35

100-B

GON STATE HIGHWAY COMMISSIO

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 21, 1936

Section Paisley- Chewaucan Narrows

Kind of work Bridge Construction

Highway Fremont

Section prefix 19-1103 F.A. 100-B

Contractor J.F. Johnston

Contract number 1817

Date of contract Feb. 6, 1936

Date of completion June 30, 1936

Date work started March 16, 1936

Estimated date of completion June 30, 1936

Amount of contract $14973.00

Per cent of time elapsed 30 %

Estimated cost of completed project, exclusive of engineering $14973.00

Per cent of contract completed, based on total contract price %

Engineering cost to date, $ 25.00, %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The bridge contractor started work Monday, March 16. He has placed his working equipment and prepared forms for the footings. Has been screening sand and gravel.

Started excavating for north abutment, but elevation shown on plans does not furnish proper foundation, as it is in a spoil bank of loose material. This bent was temporarily abandoned awaiting revisions in plans for the abutment. Bent No.2 which is just below waters' edge was opened and coffer-damed off from the river. The excavation is down to 3.0 feet below elevations called for on plans, which is also about 1.0 feet below bottom of stream bed. The first 3.0 feet of excavation was thru gravel, but the last three is in blue mud (sand) which seems to be quite firmly packed, but contracter is going deeper to see if better foundation can be found.

Contractor is severely handicapped by water in the river. At present there is about five feet in the center of the stream, which puts six bents entirely under water and one just in the edge. Excavation for pedestals is a difficult job at present.

Party staked center line of bridge and center line of first two bents.

Signed John T Burch

Address Paisley

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	~~GRADING~~ Bridge	SURFACING	A ENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	----				
Miles partially completed	----				
Miles completed	----				
Total estimated quantities	55 M-lumber 250 c.y. Exc. 192 c.y. Conc.				
Estimated quantities moved or placed to date	15 c.y. Exc.				
Average daily quantities	2.5 c.y.				
Average daily quantities necessary to complete project on time	-------				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	6				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men Super.							1
Common Labor							5
Men and teams							-----
Men and trucks under 3 tons						Total	6
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	cloudy-warm		
Monday	" "		
Tuesday	clear-windy		
Wednesday	" -warm		
Thursday	" "		
Friday	" "		
Saturday	" "		

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon F.A.P. 100-B

March 21, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of the bridge specifications. Approved roadway specifications were forwarded February 3, 1936.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

Encls.

100-13

March 16, 1936

J. F. Johnston
800 Sheridan St.
Newberg, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract no. 1817, awarded to you on February 6, 1936, for the construction over the Chewaucan River of a bridge on the Fremont Highway in Lake County.

This copy is for your records and files.

Very truly yours,

Secretary

HBG:dp

100-B

March 10, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of revised estimate as basis for project agreement for the Chewaucan Narrows Section, F. A. Project No. 100-B.

We are also enclosing two unsigned copies of project agreement and it is our suggestion that new copies be prepared to include the cost of the Chewaucan River Bridge, recently placed under contract. This procedure, as suggested in your letter of February 3rd, will eliminate the necessity of supplementing the project agreement with a modification.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department   Federal Aid Project No. 100-B

CHEWAUCAN NARROWS SECTION OF THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 5, 1938

Roadwork

All Required		Clearing and Grubbing		$ 172.67
70	cu. yds.	Trench Excavation	$ 1.00	70.00
17,500	cu. yds.	Excavation, Single Classification	0.30	5,250.00
25,700	yd. sta.	Overhaul	0.02	514.00
2,200	yd. mi.	Truck Haul	0.20	440.00
1.05	miles	Finishing Roadbed and Slopes	300.00	315.00
4,000	lin. ft.	Rounding Cutbanks	0.10	400.00
4.46	miles	Roadbed Widening	300.00	1,338.00
20	lin. ft.	12" Corr. Iron Pipe	2.50	50.00
350	lin. ft.	18" Corr. Iron Pipe	3.00	1,050.00
10	lin. ft.	24" Corr. Iron Pipe	5.00	50.00
12,000	cu. yds.	Pit-run Gravel Surfacing	0.35	4,200.00
29,000	yd. mi.	Hauling Surfacing Materials	0.14	4,060.00
1,400	cu. yds.	Gravel Shoulder Materials	0.30	420.00
2,000	yd. mi.	Hauling Shoulder Materials	0.14	280.00
1,000	cu. yds.	Filler	0.25	250.00
1,000	yd. mi.	Hauling Filler	0.20	200.00
600	M-gal.	Sprinkling	1.25	750.00
6,800	cu. yds.	Mineral Aggregates	0.45	3,060.00
27,000	yd. mi.	Hauling Mineral Aggregates	0.12	3,240.00
5.53	miles	Mixing and Finishing	800.00	4,424.00
460	tons	Light Cutback Asphalt in Place	27.00	12,420.00
			Subtotal	$ 42,953.67
			10% Engr. & Cont.	4,295.36
			Total	$ 47,249.03

Chewaucan River Bridge

230	cu. yds.	Excavation	$ 3.00	$ 690.00
20	cu. yds.	Excavation below plans	3.00	60.00
42	cu. yds.	Class "A" Concrete	24.00	1,008.00
150	cu. yds.	Class "D" Concrete	24.00	3,600.00

33,000 lbs.	Metal Reinforcement	$ 0.055	$ 1,815.00
55 M-FBM	Treated Lumber	100.00	5,500.00
450 lin. ft.	Composite Handrail	4.00	1,800.00
All Required	Removal of Old Bridge		500.00
	Subtotal		$ 14,973.00
	10% Engr. & Cont.		1,497.30
	Total		$ 16,470.30

Length of Roadwork	5.487 miles
" " 1 Bridge	.041 "
Total Length	5.528 "
Cost per mile, Roadwork	$ 8,611.08

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds		State Funds
Roadwork	$ 47,249.03	$ 28,821.90	(61%)	$ 18,427.13
Bridge	16,470.30	10,046.88	(61%)	6,423.42
	$ 63,719.33	$ 38,868.78		$ 24,850.55

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 11 1936
OREGON
STATE [illegible]

February 6, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid project No. 100-B, Chewaucan River bridge on the Fremont Highway, to J. F. Johnston, Newberg, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Ton

100 B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 4 1936
OREGON
STATE HIGHWAY COMMISSION

February 3, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are enclosing two copies of a proposed project agreement for FAP 100-B, the Chewaucan Narrows Section of the Fremont Highway, in Lake County, based upon your estimate of December 5, 1935, which includes only roadway quantities.

Also enclosed is approved copy of the detail estimate and approved copy of the specifications.

In view of the fact that additional P. S. & E. have since been approved for a bridge on this project and the new work already advertised for letting on February 6, 1936, it seems to us it would simplify matters to make the original agreement carry the new length and funds instead of executing this and almost immediately requesting a modification.

If you agree, and the short delay in receiving the first payment will not inconvenience you, instead of following the usual routine please return both copies unsigned with a note to the effect that you prefer the project agreement be based on all the work now proposed.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

Encls.

100-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

ECEIVED
24 193
OREGON
STATE HIG

January 22, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents revised for Oregon Federal Aid project No. 100-B, the Chewaucan River Bridge, Fremont Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

100-B

January 20, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Chewaucan River Bridge, Federal Aid Project No. 100-B.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

Federal Aid
Project No. 100-B

CHEWAUCAN NARROWS SECTION OF THE
FREMONT HIGHWAY IN LAKE COUNTY

(Estimate to accompany plans and specifications for the Chewaucan River Bridge. Not as basis for modified agreement.)

Salem, Oregon, January 20, 1936

Ⓐ

Roadwork (Contract Prices)

All Required		Clearing and Grubbing		$ 172.67
70	cu. yds.	Trench Excavation	$1.00	70.00
17,500	" "	Excavation, Single Classification	0.30	5,250.00
25,700	yd. sta.	Overhaul	0.02	514.00
2,200	yd. mi.	Truck Haul	0.20	440.00
1.05	miles	Finishing Roadbed and Slopes	300.00	315.00
4,000	lin. ft.	Rounding Cutbanks	0.10	400.00
4.46	miles	Roadbed Widening	300.00	1,338.00
20	lin. ft.	12" Corr. Iron Pipe	2.50	50.00
350	" "	18" " " "	3.00	1,050.00
10	" "	24" " " "	5.00	50.00
12,000	cu. yds.	Pit-run Gravel Surfacing	0.35	4,200.00
29,000	yd. mi.	Hauling Surfacing Materials	0.14	4,060.00
1,400	cu. yds.	Gravel Shoulder Materials	0.30	420.00
2,000	yd. mi.	Hauling Shoulder Materials	0.14	280.00
1,000	cu. yds.	Filler	0.25	250.00
1,000	yd. mi.	Hauling Filler	0.20	200.00
600	M-Gal.	Sprinkling	1.25	750.00
6,800	cu. yds.	Mineral Aggregates	0.45	3,060.00
27,000	yd. mi.	Hauling Mineral Aggregates	0.12	3,240.00
5.53	miles	Mixing and Finishing	800.00	4,424.00
460	tons	Light Cutback Asphalt in Place	27.00	12,420.00
			Subtotal	$ 42,953.67
			10% Engr. & Cont.	4,295.36
			Total	$ 47,249.03

Chewaucan River Bridge (Estimated Prices)

230	cu. yds.	Excavation	$3.00	$ 690.00
20	" "	Excavation below plans	5.00	100.00
42	" "	Class "A" Concrete	23.00	966.00
150	" "	" "D" "	24.00	3,600.00
33,000	lbs.	Metal Reinforcement	.055	1,815.00
55	M-FBM	Treated Lumber	110.00	6,050.00

450 lin. ft.	Composite Handrail	$5.00	$2,250.00
All Required	Removal of Old Bridge		500.00
	Subtotal		$15,971.00
	10% Engr. & Cont.		1,597.10
	Total		$17,568.10

Length of Roadwork	5.487 miles
Length of 1 Bridge	.041
Total Length	5.528
Cost per mile, Roadwork	$8,611.08

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$47,249.03	$28,821.90	$18,427.13
Bridge	17,568.10	10,716.54	6,851.56
	$64,817.13	$39,538.44	$25,278.69

100-B

December 27, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Chewaucan Narrows Section, F. A. Project No. 100-B.

The cost of Clearing and Grubbing for Projects 100-A and 100-B were computed on the basis of lengths, 10.430 miles and 5.502 miles.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 100-B

CHEWAUCAN NARROWS SECTION OF THE

FREMONT HIGHWAY IN LAKE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 5, 1935

				$ 172.67
All Required		Clearing and Grubbing	$ 1.00	70.00
70	cu. yds.	Trench Excavation	0.30	5,250.00
17,500	cu. yds.	Excavation, Single Classification	0.02	514.00
25,700	yd. sta.	Overhaul	0.20	440.00
2,200	yd. mi.	Truck Haul	300.00	315.00
1.05	miles	Finishing Roadbed and Slopes	0.10	400.00
4,000	lin. ft.	Rounding Cutbanks	300.00	1,338.00
4.46	miles	Roadbed Widening	2.50	50.00
20	lin. ft.	12" Corr. Iron Pipe	3.00	1,050.00
350	lin. ft.	18" Corr. Iron Pipe	5.00	50.00
10	lin. ft.	24" Corr. Iron Pipe	0.35	4,200.00
12,000	cu. yds.	Pit-run Gravel Surfacing	0.14	4,060.00
29,000	yd. mi.	Hauling Surfacing Materials	0.30	420.00
1,400	cu. yds.	Gravel Shoulder Materials	0.14	280.00
2,000	yd. mi.	Hauling Shoulder Materials	0.25	250.00
1,000	cu. yds.	Filler	0.20	200.00
1,000	yd. mi.	Hauling Filler	1.25	750.00
600	M-Gal.	Sprinkling	0.45	3,060.00
6,800	cu. yds.	Mineral Aggregates	0.12	3,240.00
27,000	yd. mi.	Hauling Mineral Aggregates	800.00	4,424.00
5.53	miles	Mixing and Finishing	27.00	12,420.00
460	tons	Light Cutback Asphalt in Place		
		Subtotal		$ 42,953.67
		10% Engr. & Cont.		4,295.36
		Total		$ 47,249.03

Length of Roadwork	5.502 miles
" " 1 Bridge (Exception)	.026 mile
Total Length	5.528 miles
Cost per mile, Roadwork	$ 8,587.60

Federal Aid Funds Requested- -	$ 28,821.90	(61%)
State Funds Available- -	18,427.13	
	$ 47,249.03	

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maint: Chap. 41, laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

100-B

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

October 22, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid project 100-B, the Chewaucan Narrows Section of the Fremont Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

100 - B

October 14, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Chewaucan Narrows Section, Project No. 100-B.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 100-B

CHEWAUCAN NARROWS SECTION OF THE
FREMONT HIGHWAY IN LAKE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 14, 1935

All Required		Clearing and Grubbing		$ 200.00
70	cu. yds.	Trench Excavation	$ 0.75	52.50
17,500	cu. yds.	Excavation, Single Classification	0.25	4,375.00
25,700	yd. sta.	Overhaul	0.02	514.00
2,200	yd. mi.	Truck Haul	0.20	440.00
1.05	miles	Finishing Roadbed and Slopes	400.00	420.00
4,000	lin. ft.	Rounding Cutbanks	0.10	400.00
4.46	miles	Roadbed Widening	300.00	1,338.00
20	lin. ft.	12" Corr. Iron Pipe	1.50	30.00
350	lin. ft.	18" Corr. Iron Pipe	2.50	875.00
10	lin. ft.	24" Corr. Iron Pipe	3.50	35.00
12,000	cu. yds.	Pit-run Gravel Surfacing	0.30	3,600.00
29,000	yd. mi.	Hauling Surfacing Materials	0.12	3,480.00
1,400	cu. yds.	Gravel Shoulder Materials	0.40	560.00
2,000	yd. mi.	Hauling Shoulder Materials	0.12	240.00
1,000	cu. yds.	Filler	0.35	350.00
1,000	yd. mi.	Hauling Filler	0.15	150.00
600	M-Gal.	Sprinkling	1.50	900.00
6,800	cu. yds.	Mineral Aggregates	0.45	3,060.00
27,000	yd. mi.	Hauling Mineral Aggregates	0.12	3,240.00
5.53	miles	Mixing and Finishing	800.00	4,424.00
460	tons	Light Cutback Asphalt in Place	30.00	13,800.00
			Subtotal	$ 42,483.50
			10% Engr. & Cont.	4,248.35
			Total	$ 46,731.85

Length of Roadwork	5.502	miles
" " 1 Bridge (Exception)	.026	"
Total Length	5.528	"
Cost per mile, roadwork	$ 8,493.61	

Federal Aid Funds Requested- -	$ 28,506.42 (61%)
State Funds Available- -	18,225.43
	$ 46,731.85

CONTRACT # 1818

WPSO 285-A Columbia Blvd.-Levee Road 1936
(Morgan Rd.) N.E. 47th Ave.

1818

RECEIVED
AUG 19 1938
FOR FILING

December 31, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of project statement for the Columbia Boulevard-Levee Road Section, Project No. WPS 285. It is our request to extend the project at the south end to include an overcrossing structure over Federal Route No. 40 as relocated, and, likewise, the Union Pacific Company's tracks.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

STATE Oregon

PROJECT NO. WPS 285
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) December 30, 1937

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Columbia Blvd.-Levee Road Sec. N. E. 47th Avenue and a point in W. ½ Sec. 18.
2. Between ~~control points of definite description~~ a point in W. ½ Sec. 6, T. 1 N., R. 2 E. T. 1 N., R. 2 E. and
3. Between intermediate control points if used: and

County of Multnomah

4. Length in miles (gross) 2.0 (net) 2.0
5. Preliminary estimate of cost: Total, $ 102,400; section of road to be ~~first~~ next improved, $ 50,000, of which $ 50,000 is the estimated cost of "bridges" of more than 20 feet clear span.
6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: (Amount.)

(Source; refer to statute.)

(b) County (Amount.) (Source; refer to statute.)

8—3079

7. Funds for maintenance to be provided by County or State, from the following sources: Chapter 173, Laws 1917; Chapter 31, Laws [illegible].
(State or county.)
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon.

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

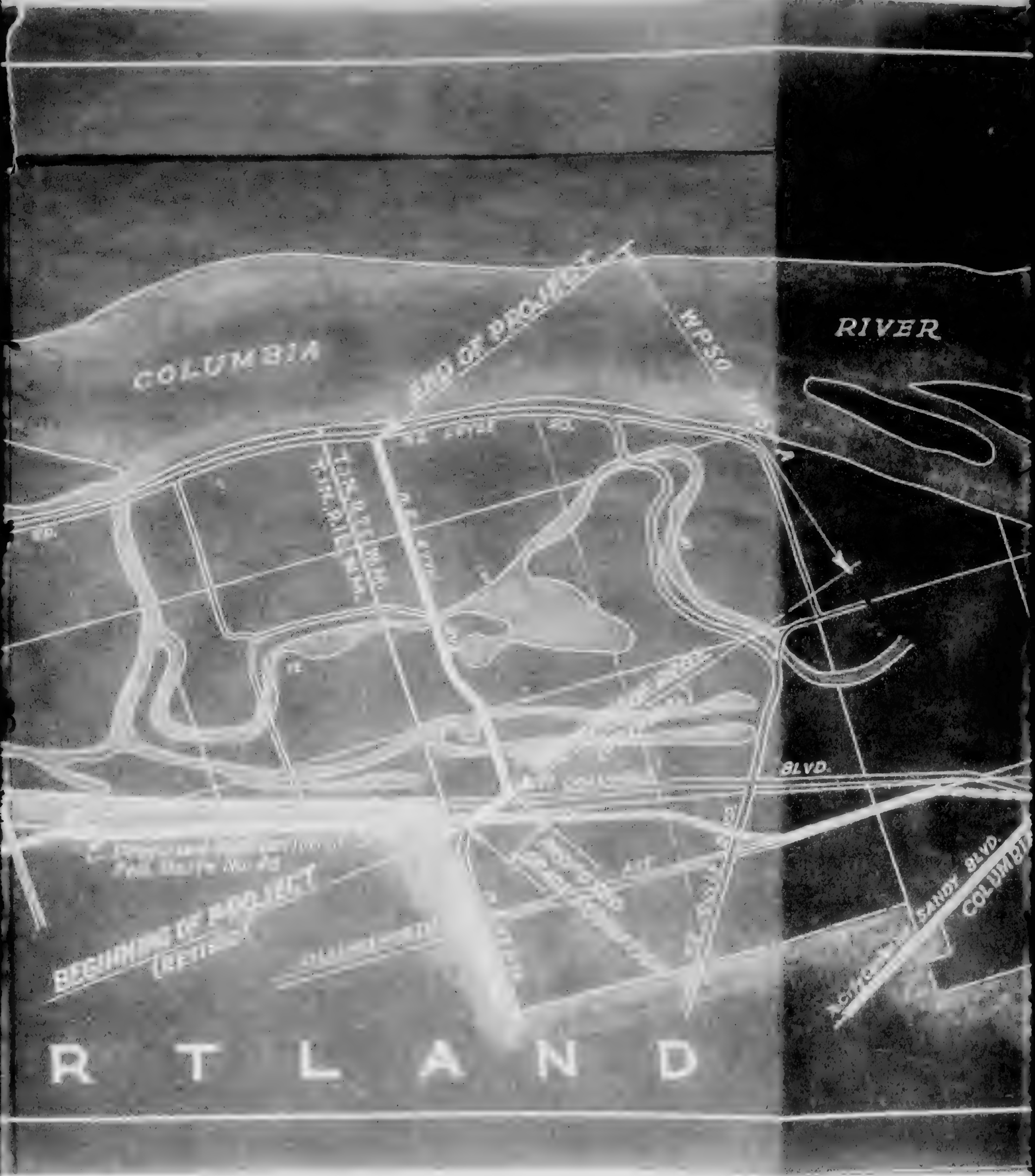
OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By .... As Chairman.
(Title of officer.)

By .... As Commissioner.
(Title of officer.)

By .... As Commissioner.
(Title of officer.)

VANCOUVER
[illegible]
COLUMBIA BLVD-LEVEE TO SEC.
N.E. 47TH AVENUE
MULTNOMAH COUNTY
PROJECT No. WPA 266
P O R
BEGIN


COLUMBIA
RIVER
END OF PROJECT
WPS0
BEGINNING OF PROJECT
BLVD.
SANDY BLVD.
COLUMBIA
R T L A N D

RIVER
N D

FORM S-A-1 10M 10-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon

3/27/37

RECEIVED FOR FILING

IN REPLY PLEASE REFER TO FILE NO.
MAR 29 1937
STATE HIGHWAY COMMISSION

March 27, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

At your suggestion I called on George Buck yesterday concerning 47th Street paving job performed last summer by Northwest Roads. Mr. Buck showed me two pieces of pavement which broke up under traffic and which measured only 1 1/4" thick. Buck thought one of the samples showed burnt asphalt on account of the color. Buck had the impression that no new crushed gravel was placed on this road, but that the base had been formed entirely of a pit-run gravel containing some dirt.

A base 6" or more thick of pit-run gravel was placed and then approximately 2" of new crushed gravel was placed. In at least three points water from the subgrade came up through the pit-run gravel, forming soft spots which were dug out by the contractor, using cat and scraper, and the holes back-filled with boulders. Only about 700 yards of material was salvaged from the road and this was nearly all fine gravel which was used to help set up the sub-base. The 2 1/2" of asphaltic concrete was placed between ribbons and struck off with a finishing machine.

This was a County Road Project on which no over-run was to be permitted and in order to avoid any over-run it is apparent our inspector permitted a few thin spots in the pavement. Mr. Dean and Inspector Miller were quite particular about the edge of the pavement being full thickness.

Immediately after this black pavement was laid, dredge material was pumped for the airport just east of this road and the water at times was up within a few inches of the top of the new black pavement and some of the water seeped through the fill and came up in the cucumber patch west of this road. During the time of this subgrade saturation, there was heavy traffic over the road. The material under the sub-base in places was of quick-sand.

I inspected this job during placing of the pavement and saw no signs of asphalt being burnt. The aggregate came out in good shape and the job looked good when finished. I think we all realized that the design for both base and pavement was probably inadequate, considering the type of soil under the base and the heavy traffic anticipated, together with high water table.

I also understand that the mix was set by Mr. Finkbiner using finer aggregate than ordinarily, to secure a dense, water-tight mix. One of Mr. Buck's complaints was that the pavement showed no coarse aggregate and it is true that one of the samples did not show any aggregate over 1/2"

It is my opinion that a pit-run gravel containing any appreciable percentage of clay or quick-sand, when laid on a wet sub-grade, will not form a rigid base for any type of asphaltic pavement or oiling. Good design in such conditions would indicate the use of crushed rock or clean, crushed gravel containing a large percentage of fractures, the above material to be keyed up with crushed rock and rock dust, with a thickness approximately one foot for the unfavorable conditions specified above.

Mr. Buck said that Multnomah County had very good luck with 2 1/2" asphaltic pavement laid on an open crushed rock base. The asphaltic concrete penetrated into and set up the crushed rock base, so that it required more tonnage than a neat 2 1/2" would figure.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓

285-a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 11, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Supplementing our letters of Sept. 4 and 5, 1936, a final inspection of Oregon Works Program Highway Project WPSO 285-A, Manzanita-Wheeler Section of the Nehalem Highway made November 12, 1936, showed repairs to bridge No. 6 had been made as requested.

Project agreements for WPSO 283-A, and for WPMS 283-B, the Nehalem Section, which was built under the same contract, are now in preparation in the Regional Office.

We still lack complete detailed plans for the two projects, supplementing the abbreviated plans recommended. As stated in our letter of January 22, 1936, authorizing advertising, these should be furnished prior to the submission of the final estimates, which we will appreciate your forwarding promptly.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

#1818

RECEIVED
NOV 4 1936
FOR FILING
285

November 2, 1936

Massachusetts Bonding & Insurance Company,
Tate, Westenfelder & Berg, Agents,
Wilcox Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1818 for the construction of the Columbia Blvd.-Levee Road Section of N. E. 47th Avenue in Multnomah County, has been completed by the contractors, Warren Northwest, Inc., and Porter W. Yett, and that final settlement will be made by the State with said contractors for work done under said contract on or after November 12, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $47,758.02, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

285-a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREGON

No. 8

October 8, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPSO 285-A, Columbia Blvd.-Levee Road Section, N.E. 47th Ave., Multnomah County, was made by a representative of this office on September 20, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

#1818

285

September 29, 1936

Massachusetts Bonding & Insurance Co.,
Tate, Westenfelder & Berg, Agents,
Wilcox Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Warren Northwest, Inc. on Contract No. 1818 for the construction of the Columbia Blvd.-Levee Road Section of N. E. 47th Avenue in Multnomah County. This payment will be made on or after October 9, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 336—5M—5-36

285

OR ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 26, 1936, 193

Section Columbia Blvd. to Levee Road

Kind of work Grading and Paving

Highway N. E. 47th Ave.

Section prefix 226-1017 WPSO 285

Contractor Warren "orthwest Inc. & P. Yett

Contract number 1818

Date of contract February 6, 1936, 193

Date of completion August 31, 1936, 193

Date work started February 18, 1936, 193

Estimated date of completion Aug. 22, 1936, 193

Amount of contract $ 41,935.00

Per cent of time elapsed 96 %

Estimated cost of completed project, exclusive of engineering $ 41,935.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 2150.00 %

Date project was completed Aug. 22, 1936, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project is complete.

Semifinal estimate delivered to the Division office this week.

This will be the last report on this job.

FILED

Signed A B Dean

Address 425 S. E. 81st Ave., Portland, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ...., Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

N.E. 47th Ave. (Morgan Road)

WPSO 285

Contract 1818
Prefix 226-1017

Following is an explanation of those bid items which in the semi final estimate varied more than ten per cent from the revised contract items. The revised estimate shown in the semi final estimate conforms to that as approved and on file with the U. S. Bureau of Roads.

OVER RUNS

Truck Haul

A revision was made in the grade line to improve the sight distance. This changed the truck haul and also overhaul, and necessitated a re-calculation of the mass diagram. The result gave an increase in the truck haul item.

Gravel Subbase

In several places soft subgrade material had to be removed and its place filled with subgrade gravel. Also some gravel subdrains were necessary. These were made from selected gravel subbase. These items caused the over run.

1½"-0" rock in Base and Shoulders

Some of this material was used to bring up low places in the subgrade ahead of the paving. Also more was used on approach roads than was estimated, causing an over run of this item.

Sprinkling

The paving and construction of shoulders was done during hot and dry weather. More water was used than estimated to set the crushed rock. Also water was used to keep down the dust during construction.

UNDER RUNS

Overhaul

This item of under run is explained in the over run of truck haul above.

12" Concrete Pipe

Due to changes in grade, pipe was not needed under some of the private drive ways, where pipe had been originally estimated. This with the tolerance allowed caused the under run.

18" Corrugated Iron Pipe

The full estimated amount of this item was used, the under run is the tolerance allowed in the contract.

Salvaging Surfacing Materials

From station 55+ 00 to 106 + 20 the old road had very little surfacing material. The estimated amount was not available on the project.

Filler and Hauling Filler

The subbase gravel and base rock as furnished contained sufficient filler so none was added, therefore these items were not used.

A B Dean

A. B. Dean
Resident Engineer

285

WARREN NORTHWEST INC.

RECEIVED
SEP 24 1936
OREGON

September 23, 1936

Dwyer Logging Company
P. O. Box 703
Lents Station
Portland, Oregon

Attention, Mr. A. J. Dwyer, Jr.
Subject: MULTNOMAH COUNTY CONTRACT No. 1816

COPY

Gentlemen:

Further reference is made to your letter of Sept. 10th and our reply of September 16th regarding minor accident to your logging truck and trailer which ocurred Sept. 3rd on the Mt. Hood Loop Highway. We have received a report from our Mr. A. J. Horton from which we quote below:

> "Several logging trucks were being taken through every day and several had passed this very point earlier in the day without accident. A little precaution on the part of the truck driver would have avoided any trouble and I do not feel that we should be responsible for the mishap, due to the driver's carelessness. We pulled the truck and trailer out with our equipment which held us up for a time."

It is our feeling the difficulty your truck got into was a contingency which might be expected in your normal operations and not the responsibility of our Company.

Very truly yours,

WARREN NORTHWEST INC.

Theodore Shoemaker
President

NOTED

TS:ZA
Copies to Ore. State Highway Comm. ✓
A. J. Horton
J. R. Wininger

September 10, 1936.

Mr. H. G. Smith

The bridge over the slough on N. E. 47th Avenue in Portland has been completed. Mr. J. T. Skelton, Resident Engineer will supply the resident engineer in charge of this work with complete computations of quantities on the above structure.

G. S. Paxson

cc R. H. Baldock ✓
J. T. Skelton

FORM 5-A-1 6M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

243

August 25th, 1936

Mr. E. A. Collier
Division Engineer
State Highway Dept.
7729 S. E. 13th Ave.
Portland, Oregon

Dear Sir:

As requested in yours of August 24th, we are enclosing a copy of the agreement between the State of Oregon and the Warren Northwest Inc. and Porter W. Yett, regarding the change in contract for the Columbia Blvd.-Levee Road Project. The agreement has revised quantities.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock

285

COPY

Portland Oregon
August 22nd. 1936.

WPSO 285
Cont. 1818
226-1017

Mr. W. H. Lynch
District Engineer
Bureau of Roads
Portland, Oregon

Dear Sir:

This is to confirm my phone call to your office today regarding the completion of the N. E. 47th Ave. Paving Project, WPSO 285.

Warren Northwest and Porter Yett Inc. completed this project today, Aug. 22nd, and 15 men were laid off.

This project was approved by Mr. E. A. Collier, division engineer, today.

Very truly yours,

A. B. DEAN (Signed)
Resident Engineer

FORM 5-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

285

August 18th, 1936

Mr. E. A. Collier
Division Engineer
State Highway Dept.
7729 S. E. 35th Ave.
Portland, Oregon

Dear Sir:

The revised estimate of quantities on the N.E. 47th Ave. Project has been approved by the Bureau of Public Roads. No agreement was made up to cover this revision of quantities.

The revised quantities should be used as the preliminary estimate on the quantity summary sheets.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

GRH 8-A-1 8M 6-88

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

UNITED STATES DEPARTMENT OF AGRICULTURE
1936

285

Portland, Oregon
Aug. 17, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Reference is made to Mr. Eason's letter of March 27, 1936, which included a revised estimate of quantities on the N. E. 47th Avenue Project in Multnomah County.

Was this revised estimate approved by the U. S. Bureau of Public Roads and, if so, was some sort of agreement drawn up covering the revisions? In preparing monthly estimates for this constract should we use the original contract or the revised quantities as a preliminary estimate?

We would appreciate having a copy of any agreement that may have been made up to cover this revision of quantities.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By
Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock

NOTED
State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. WPSO 285

August 6, 1936

RECEIVED
AUG 7 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

LJCaufield

By L. J. Caufield
Highway Engineer

Encls.

Ton

ER-A4pr-3154

Form P. R. 2

State Oregon

U. S. Works Program Highway Project No. WPRO 285

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 12th day of Jan, 1936

by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Congress):

Whereas the Highway Department of said State submitted on the 16th day of January, 1936, a project statement, which was approved by the Secretary on the 28th day of January, 1936, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~Section o~~f said project which were recommended for approval by the United States District Engineer on the 22nd day of January, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty thousand, four hundred sixty-five and 80/100 dollars ($50,465.80) as the share of the United States payable under said act on account of ~~Section o~~f said project, which is ~~does not exceed the authorized Federal pro rata share~~ of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—[illegible]

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935, (Public Res. No. 11, 74th Congress)
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 0+09 on NE 47th Avenue at the intersection with Columbia Blvd. in the W. 1/2 of Sec. 18, T. 1 N., R. 2 E., W.M., and Survey Station 106+20 on NE 47th Ave. at the intersection with the Levee Road in the S. 1/2 of Sec. 6, T. 1 N., R. 2 E., W.M.

, length 2.009 miles, in Multnomah County, being ~~Section~~ of Ore. U.S. Works Program Hwy. project No. WPSO 285, consisting of 1.991 miles of roadway and one bridges, ~~each~~ of more than 20 feet clear span, 0.018 of a mile in length. known locally as the Columbia Blvd. - Levee Road Section of N.E. 47th Avenue.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [illegible] said project shall not in any event exceed the sum of fifty thousand, four hundred sixty-five and 80/100 dollars ($50,465.80), certified to the Secretary of the Treasury as above mentioned, which [illegible]

[illegible]

[illegible] is [illegible], the approved total estimated cost of [illegible] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been ~~or will be made available~~ therefor by said State in the manner herein set forth, to wit:

STRICKEN OUT

(Include reference to statute authorizing funds and probable amount annually available)

Article VI. Maintenance of the project will be by the ~~City~~ County of Multnomah pursuant to its agreement of February 8, 1936, with the State Highway Department.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 21st day of July, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By F L TouVelle
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Works Program Highway Project No. WPSO 285 State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $50,465.80 as the total estimated cost of said project, and the sum of $ 50,465.80 as the share of the United States, payable under said acts on account of such project, which ~~[illegible]~~ is ~~[illegible]~~ said total estimated cost.

Done at the city of Washington, this 21st day of July one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

285

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

JUN 1 1936
OREG
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon 285

May 29, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir: Re: WPSO 285 -- N.E. 47th Street Project

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based. ~~together with approved copy of specifications.~~ This agreement and estimate provide for the revisions requested in your letter of May 12, 1936.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

285

May 12, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Due to the new location of the municipal air port for the City of Portland being on property adjoining the Columbia Blvd.-Levee Road Section of N. E. 47th Avenue Project, No. WPSO 285, it appears desirable, on account of the increased importance of the road, to improve the grade line and increase the surfacing quantities to those shown on the plans and estimates sent to you previously.

In anticipation that you will approve these changes, we are enclosing herewith six copies of revised estimate and three copies of supplemental agreement covering the proposed changes. We are, likewise, returning the two copies of project agreement which were submitted to this office for signature by the Highway Commission, it appearing desirable to return the copies that they may be rewritten, based on the revised plans and estimate.

Five blueprint copies of revised plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 285

COLUMBIA BLVD.-LEVEE ROAD SECTION OF

N. E. 47TH AVENUE IN MULTNOMAH COUNTY

(Revised estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 6, 1936

Roadwork

All Required		Clearing and Grubbing		$ 1,000.00
550	cu. yds.	Trench Excavation	$ 1.25	687.50
11,000	cu. yds.	Excavation, Single Classif.	0.40	4,400.00
12,000	yd. sta.	Overhaul	0.03	360.00
400	yd. mi.	Truck Haul	0.20	80.00
1.99	mile	Finishing Roadbed and Slopes	500.00	995.00
550	lin. ft.	12" Concrete Pipe	1.00	550.00
350	lin. ft.	12" Corr. Iron Pipe	1.40	490.00
60	lin. ft.	18" Corr. Iron Pipe	1.90	114.00
20	lin. ft.	24" Corr. Iron Pipe	3.00	60.00
24	lin. ft.	36" Corr. Iron Pipe	6.00	144.00
175	lin. ft.	Salvaging Culvert Pipe	0.50	87.50
1,000	cu. yds.	Salvaging Surfacing Materials	1.00	1,000.00
10,500	cu. yds.	Gravel Subbase	0.80	8,400.00
2,600	cu. yds.	1¼" - 0" Rock Base	1.25	3,250.00
120	cu. yds.	¾" - 0" Rock in Footpaths	3.00	360.00
400	cu. yds.	Filler	0.30	120.00
400	yd. mi.	Hauling Filler	0.30	120.00
150	M-Gal.	Sprinkling	1.50	225.00
3,500	tons	Class "A" Asphaltic Concrete	4.65	16,275.00
24,000	sq. yds.	Surface Finish Coat	0.04	960.00
			Subtotal	$ 39,678.00
			10% Engr. & Cont.	3,967.80
			Total	$ 43,645.80

Bridges

1,300	lin. ft.	Treated Trestle Piling	$ 0.75	$ 975.00
17	M-FBM	Treated Lumber	85.00	1,445.00
75	cu. yds.	Class "D" Concrete	27.00	2,025.00
17,000	lbs.	Metal Reinforcement	0.06	1,020.00
210	lin. ft.	Concrete Handrail	3.50	735.00
			Subtotal	$ 6,200.00
			10% Engr. & Cont.	620.00
			Total	$ 6,820.00

Length of Roadwork	1.991 miles
" " 1 Bridge	.018 "
Total Length	2.009 "
Cost per mile	$21,921.54

WPSO Funds Requested:

Roadway -	$ 43,645.80
Bridge -	6,820.00
	$ 50,465.80

	Roadwork	Bridge
Estimated Labor Required	22,600 man-hours	2,400 man-hours
Cost of Labor	$ 14,000	$ 2,000
Cost of Materials	$ 5,500	$ 2,500

Funds for Maintenance: See agreement executed by County Feb. 3, 1936 and by State Highway Commission Feb. 8, 1936.

#1818

85

April 24, 1936

Associated Oil Company,
Pittock Block,
Portland, Oregon.

Attention: J. H. Dalton.

Gentlemen:

Receipt is acknowledged of your letter of April 21st concerning the Warren Northwest, Inc. Contract No. 1818 for the construction of the Columbia Blvd.-Levee Road Section of N. E. 47th Avenue in Multnomah County.

This contract consists of 2.01 miles of grading and paving. The bond was written by the Massachusetts Bonding and Insurance Company for whom Tate, Westenfelder & Berg, who have offices in the Wilcox Bldg., Portland, are resident agents.

The amount of the contract is $41,935.00 and the date of completion is August 31, 1936.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

M 3405 10M 11-35

#1818

ASSOCIATED OIL COMPANY

866-78 Pittock Block

PORTLAND, OREGON

APR 22 1936

April 21, 1936

Mr. H.B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Warren Northwest Inc & Porter W. Yett
Craig & Warren Roads
P.O. Box 5072
Portland, Oregon

Dear Sir:

We contemplate serving the above petroleum products on job #1818, grading and paving 2.01 miles of the Columbia Boulevard - Levee Road Section of N.E. 47th Street (Morgan Road) in Multnomah County, Oregon.

According to our information the above have been furnished a bond in the amount of $41,955.00 by the Massachusettes Bonding & Insurance Company, of which Tate, Westenfelter & Berg located in the Wilcox Building, Portland, Oregon are the agents. The time limit of completion is August 31, 1936.

May we have your verification of the above information.

Very truly yours,

ASSOCIATED OIL COMPANY

J H Dalton
J.H. Dalton
Oregon Division Credit Manager

HLA:LH

285

April 15, 1936

General America Companies
601 Board of Trade Building
Portland, Oregon

Attention Ford Knutsen, Special Agent

Dear Sir:

Reference is made to your letter of the 10th of this month, regarding state highway contracts No. 1818 and 1834 with Warren Northwest, Inc.

Contract No. 1818 is for the grading and paving of N.E. 47th Avenue-Columbia Boulevard Levee Road Section. This contract was awarded by the State Highway Commission on February 6, 1936, to Warren Northwest, Inc and Porter W. Yett. Our records show that work was started on March 18, but no payments in connection therewith have yet been made.

Contract No. 1834 covers oiling work on The Dalles-Threemile Creek Section, in Wasco County. This contract was awarded on March 12 but no work has been done as yet in connection therewith. The contract provides that the oil mat surface treatment shall not be started until June 1, 1936.

In so far as I have been able to ascertain, progress to date is satisfactory in connection with both jobs.

Very truly yours,

Secretary

HBG:MBL

Contract No. 1834 - The Dalles-Threemile Creek Section - was awarded March 12, 1936 The special provisions of this contract provide that the oil mat surface treatment shall not be started until June 1, 1936, except with the approval of the Engineer of they desire to start before that time. This contract is for 4 miles of oil mat surface treatment.

Contract No. 1818 - Columbia Blvd.-Levee Road Section - 2.01 mile grading and paving Contract was awarded Feb, 6, 1936 - Work was started March 18, 1936 - no payments have been made to date.

Re: Warren Northwest Roads, Inc.

The purpose of this letter is to follow out our telephone conversation of this morning regarding the status of the work of the above captioned contractors on the work they have at present for the State of Oregon.

According to our information they have two contracts with the Oregon State Highway Commission, one in the amount of $41,935 for the grading of the Columbia Boulevard Levee Road, N. E. 47th Street in Multnomah County: and another contract, No. 6871, for surfacing of The Dalles-Three Mile Creek Section in Wasco County.

We would appreciate it very much if you would advise us how these contracts are coming along and the percentage completed.

Thanking you for your cooperation, we are

Very truly yours,

GENERAL AMERICA COMPANIES

By Ford Kuntsen

Special Agent

Jim
[illegible]

FK:[illegible]

ANSWERED

GENERAL

H. K. DENT
PRESIDENT

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
HOME OFFICES—SEATTLE, WASHINGTON

OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING
PORTLAND, OREGON

APR 11 1936
OREGON
STATE [illegible]

Portland, Oregon
April 10, 1936

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon.

Dear Sir:

Re: Warren Northwest Roads, Inc.

The purpose of this letter is to follow out our telephone conversation of this morning regarding the status of the work of the above captioned contractors on the work they have at present for the State of Oregon.

According to our information they have two contracts with the Oregon State Highway Commission, one in the amount of $41,935 for the grading of the Columbia Boulevard Levee Road, N. E. 47th Street in Multnomah County; and another contract, No. 6871, for surfacing of The Dalles-Three Mile Creek Section in Wasco County.

We would appreciate it very much if you would advise us how these contracts are coming along and the percentage completed.

Thanking you for your cooperation, we are

Very truly yours,

GENERAL AMERICA COMPANIES

By Ford Knutsen
Special Agent

Jm
[illegible]
[illegible]

FK:ee

ANSWERED
H B G

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. WPSO-Oregon 285

POST OFFICE BUILDING
PORTLAND, OREGON

April 2, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

Encls.

FORM 5-A-1 5M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

March 30th, 1936

Warren Northwest Inc.
Post Office Box 5072
Portland, Oregon

Attention: Mr. Shoemaker

Dear Sir:

I am forwarding under separate cover 4 copies of a form of agreement which provides for a slight change in the Columbia Boulevard-Levee Road Section of N. E. 47th Ave. in Multnomah County. Also, 2 copies of the corrected profile. This provides for about 1300 cu. yds. increase in grade quantities and 1000 cu. yds. increase in gravel sub-base.

Will you kindly execute this on behalf of your company.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AE

cc to: R. H. Baldock ✓

NOTED

RM 2-B-1 500 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

March 27, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. C. Smith.

Dear Sir:

The following is a corrected estimate of quantities on the N. E. 47th Avenue project in Multnomah County. The changed quantities are due to an improved grade line and increased surfacing, made necessary by the added importance of this road occasioned by the airport construction project adjoining.

Clearing and Grubbing	All Specified		$	$ 1,000.00
Trench Excavation	200	cu. yds.	1.25	250.00
Excavation, Single Classification	11,000	cu. yds.	0.40	4,400.00
Overhaul	14,000	yd. stas.	0.03	420.00
Truck Haul	200	yd. mi.	0.20	40.00
Finishing Roadbed and Slopes	1.99	mile	500.00	995.00
12-inch Concrete Pipe	550	lin. ft.	1.00	550.00
12-inch Corrugated Pipe	300	lin. ft.	1.40	420.00
18-inch Corrugated Pipe	70	lin. ft.	1.90	133.00
24-inch Corrugated Pipe	35	lin. ft.	3.00	105.00
36-inch Corrugated Pipe	24	lin. ft.	6.00	144.00
Salvaging Culvert Pipe	140	lin. ft.	0.50	70.00
Salvaging Surfacing Materials	1,000	cu. yds.	1.00	1,000.00
Gravel Sub-base	8,000	cu. yds.	0.80	6,400.00
1¼" - 0" Rock Base	2,600	cu. yds.	1.25	3,250.00
1/2" - 0" Rock	120	cu. yds.	3.00	360.00
Filler	400	cu. yds.	0.30	120.00
Hauling Filler	400	yd. mi.	0.30	120.00
Sprinkling	150	M-Gals.	1.50	225.00
Class "A" Asphaltic Concrete	3,500	tons	4.65	16,275.00
Surface Finish Coat	24,000	sq. yds.	0.04	960.00
Treated Trestle Piling	1,300	lin. ft.	0.75	975.00
Treated Lumber	17	M-FBM	85.00	1,445.00
Class "D" Concrete	75	cu. yds.	27.00	2,025.00

Metal Reinforcement	17,000 lbs.	$ 0.06	$ 1,020.00
Concrete Handrail	210 lin. ft.	3.50	735.00
			$43,437.00
10% Engineering and Contingencies			4,343.70
			$47,780.70

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock ✓

NOTED
State Highway Engineer

FORM 8-B-1 500 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

March 24, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

226-1017

Warren Northwest, Inc., & Porter W. Yett,
Contractors,
P. O. Box 5072,
Portland, Oregon.

NOTED
State Highway Engineer

Gentlemen:

There are attached hereto two copies each of subcontracts on your contract No. 1818, Columbia Boulevard-Levee Road Section of N. E. 47th Avenue, in Multnomah County. One subcontract is with W. W. McFarland for the construction of a pile trestle, and the other one is with J. A. Lyons for grading.

These agreements have been approved by the Legal Department and by this office, and work may be commenced immediately.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock
H. G. Smith
A. B. Dean

FORM 9-8-1 500 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

March 21, 1936.

IN REPLY PLEASE REFER TO FILE NO.
226-1017

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. J. M. Devers.

Dear Sir:

There is attached hereto a copy of a proposed subcontract between Warren Northwest, Inc., & Porter W. Yett and N. W. McFarland for the construction of a pile trestle on the Columbia Boulevard-Levee Road Section of N. E. 47th Avenue in the City of Portland, Contract No. 1818.

The amount of this agreement is within the 20 per cent limitation, and we request your approval as to form.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock
H. G. Smith
A. B. Dean

NOTED
State Highway Engineer

FORM 5-3-1 500 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

March 21, 1936.

IN REPLY PLEASE REFER TO FILE NO.

226-1017

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. J. M. Devers.

Dear Sir:

There is attached hereto a copy of a proposed subcontract between Warren Northwest, Incorporated, and Porter W. Yett and J. A. Lyons for grading on the Columbia Boulevard-Levee Road Section of N. E. 47th Avenue in the City of Portland, Contract No. 1818.

The amount of this subcontract comes within the 20 per cent limitation, and your approval is requested as to form. We would very much appreciate a prompt return of this agreement.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock ✓
H. G. Smith
A. B. Dean

NOTED
State Highway Engineer

285

March 16, 1936

Warren Northwest, Inc. and Porter W. Yett
P. O. Box 5072
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract no. 1818 awarded to you on February 6, 1936 for the 2.01 miles grading and paving in the Columbia Boulevard-Levee Road Section of N. E. 47th Avenue in Multnomah County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DP

285

March 6, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Columbia Boulevard-Levee Road Section, Project No. WPSO 285.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 285

COLUMBIA BLVD.-LEVEE ROAD SECTION
OF N. E. 47TH AVENUE IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 2, 1936

Roadwork

All Required		Clearing and Grubbing		$ 1,000.00
200	cu. yds.	Trench Excavation	$ 1.25	250.00
9,700	cu. yds.	Excavation, Single Classif.	0.40	3,880.00
11,000	yd. sta.	Overhaul	0.03	330.00
200	yd. mi.	Truck Haul	0.20	40.00
1.99	miles	Finishing Roadbed and Slopes	500.00	995.00
550	lin. ft.	12" Concrete Pipe	1.00	550.00
280	lin. ft.	12" Corr. Iron Pipe	1.40	392.00
60	lin. ft.	18" Corr. Iron Pipe	1.90	114.00
20	lin. ft.	24" Corr. Iron Pipe	3.00	60.00
24	lin. ft.	36" Corr. Iron Pipe	6.00	144.00
140	lin. ft.	Salvaging Culvert Pipe	0.50	70.00
1,000	cu. yds.	Salvaging Surfacing Materials	1.00	1,000.00
7,000	cu. yds.	Gravel Sub-base	0.80	5,600.00
2,600	cu. yds.	1½" - 0" Rock in Base & Shoulders	1.25	3,250.00
120	cu. yds.	¾" - 0" Rock in Footpath	3.00	360.00
400	cu. yds.	Filler	0.30	120.00
400	yd. mi.	Hauling Filler	0.30	120.00
150	M-Gal.	Sprinkling	1.50	225.00
3,500	tons	Class "A" Asphaltic Concrete	4.65	16,275.00
24,000	sq. yds.	Surface Finish Coat	0.04	960.00
			Subtotal	$ 35,735.00
			10% Engr. & Cont.	3,573.50
			Total	$ 39,308.50

Bridge

1,300	lin. ft.	Treated Trestle Piling	$ 0.75	$ 975.00
17	M-FBM	Treated Lumber	85.00	1,445.00
75	cu. yds.	Class "D" Concrete	27.00	2,025.00
17,000	lbs.	Metal Reinforcement	0.06	1,020.00
210	lin. ft.	Concrete Handrail	3.50	735.00
			Subtotal	$ 6,200.00
			10% Engr. & Cont.	620.00
			Total	$ 6,820.00

Length of Roadwork	1.991 miles
" " 1 Bridge	.018 "
Total Length	2.009 "
Cost per mile	$19,743.09

WPSO Funds Requested:

Roadway..	$ 39,308.50
Bridge...	6,820.00
	$ 46,128.50

	Roadwork	Bridge
Estimated Labor Required	22,600 man-hours	2,400 man-hours
Cost of Labor	$ 14,000	$ 2,000
Cost of Materials	$ 5,500	$ 2,500

Funds for Maintenance: See agreement executed by County February 3, 1936 and by State Highway Commission February 8, 1936.

WARREN NORTHWEST INC.
PORTLAND, OREGON

February 25, 1936

Tate, Westenfelder and Berg
Wilcox Building
Portland, Oregon

Subject: N. E. 47th AVENUE
CONTRACT #1818

Gentlemen:

We are submitting to you today four copies of the N. E. 47th Avenue, Multnomah County, Contract #1818 as awarded to us in a joint venture with Porter W. Yett on February 6th by the State of Oregon.

Kindly execute the bond filling in the proper dates and forward to the Oregon State Highway Commission, Salem, Oregon, advising us that the matter has been properly handled.

COPY

Very truly yours,

WARREN NORTHWEST INC.

W. W. Price
Treasurer

WWP:ZA
Copy to Ore. State Highway Comm.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 11 1936
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No.

February 6, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon project WPSO 285, Columbia Blvd.-Levee Road section of N.E. 47th Avenue near Portland, to Warren Northwest Inc. & Porter W. Yett, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Tros

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

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STATE HI

February 1, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Acting Chief of Bureau on January 28, 1936, approved the project statement for Oregon U. S. Works Program Highway Project WPS 285, involving the improvement of 2.0 miles of N. E. 47th Avenue between Columbia Blvd. and Levee Road in Multnomah County.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Jon

245

January 16, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement and six copies of estimate to accompany plans and specifications for the Columbia Boulevard-Levee Road Section of N. E. 47th Avenue in Multnomah County. Number WPSO 258 has been assigned to the project.

Five blueprint sets of plans and five bid proposals are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 285

COLUMBIA BLVD.-LEVEE ROAD SECTION
OF N. E. 47TH AVENUE IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 16, 1936

Roadwork

All Required		Clearing and Grubbing		$ 500.00
200	cu. yds.	Trench Excavation	$ 1.00	200.00
9,700	cu. yds.	Excavation, Single Classif.	0.30	2,910.00
11,000	yd. sta.	Overhaul	0.02	220.00
200	yd. mi.	Truck Haul	0.20	40.00
1.99	miles	Finishing Roadbed and Slopes	200.00	398.00
550	lin. ft.	12" Concrete Pipe	1.00	550.00
280	lin. ft.	12" Corr. Iron Pipe	1.00	280.00
60	lin. ft.	18" Corr. Iron Pipe	2.00	120.00
20	lin. ft.	24" Corr. Iron Pipe	3.00	60.00
24	lin. ft.	36" Corr. Iron Pipe	4.50	108.00
140	lin. ft.	Salvaging Culvert Pipe	0.50	70.00
1,000	cu. yds.	Salvaging Surfacing Materials	1.00	1,000.00
7,000	cu. yds.	Gravel Subbase	1.00	7,000.00
2,600	cu. yds.	1¼" - 0" Rock in Base & Shoulders	1.80	4,680.00
120	cu. yds.	¾" - 0" Rock in Footpath	2.00	240.00
400	cu. yds.	Filler	0.50	200.00
400	yd. mi.	Hauling Filler	0.20	80.00
150	M-Gal.	Sprinkling	2.00	300.00
3,500	tons	Class "A" Asphaltic Concrete	6.00	21,000.00
24,000	sq. yds.	Surface Finish Coat	0.05	1,200.00
			Subtotal	$ 41,156.00
			10% Engr. & Cont.	4,115.60
			Total	$ 45,271.60

Bridges

1,300	lin. ft.	Treated Trestle Piling	$ 1.00	$ 1,300.00
17	M-FBM	Treated Lumber	90.00	1,530.00
75	cu. yds.	Class "D" Concrete	22.00	1,650.00
17,000	lbs.	Metal Reinforcement	0.055	935.00
210	lin. ft.	Concrete Handrail	5.00	1,050.00
			Subtotal	$ 6,465.00
			10% Engr. & Cont.	646.50
			Total	$ 7,111.50

Length of Roadwork	1.991 miles
" " 1 Bridge	.018 mile
Total Length	2.009 miles
Cost per mile	$ 22,738.12

WPSC Funds Requested:

Roadway	$ 45,271.60
Bridge	7,111.50
	$ 52,383.10

	Roadwork	Bridge
Estimated Labor Required	22,600 man-hours	2,400 man-hours
Cost of Labor	$ 14,000	$ 2,000
Cost of Materials	$ 5,500	$ 2,500

STATE Oregon

PROJECT NO. NRS 285
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) January 16, 1936

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Columbia Blvd.-Levee Road Section, N. E. 47th Ave.

2. Between control points of official description: a point in W. ½ Sec. 6, T. 1 N. R. 2 E. and a connection with Fed. Route No. 40 in W. ½ Sec. 18, T. 1 N., R. 2 E.

3. Between intermediate control points if used: .... and ....

County of Multnomah

4. Length in miles (gross) 2.00 (net) 2.00

5. Preliminary estimate of cost: Total, $52,400; section of road to be first improved, $52,400, of which $7,100 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: .... (Amount.)

.... (Source; refer to statute.)

(b) County .... (Amount.) (Source; refer to statute.)

....

8—8073

7. Funds for maintenance to be provided by County or State (State or (and) county.), from the following sources: Chap. 175, laws 1917; Chap. 31, laws 1920 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project:

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

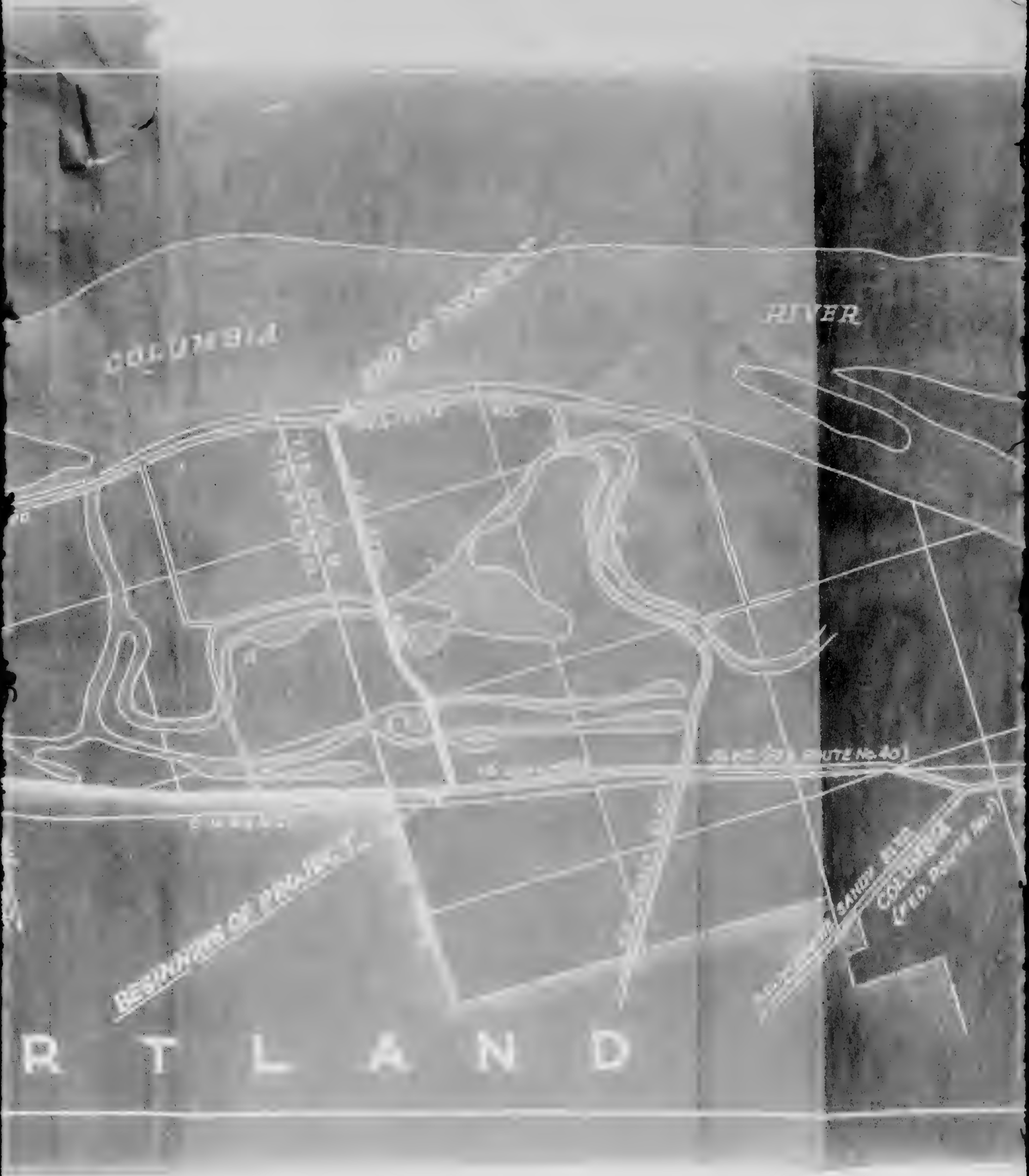
By
As Chairman
(Title of officer.)

By
As Commissioner
(Title of officer.)

By
As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE [illegible]

VANCOUVER
BRIDGETON RD
UNION
HWY
COLUMBIA BLVD-LEVEE ROAD BRG.
COUNTY
P O R


COLUMBIA
END OF PROJECT
RIVER
ROUTE No. 40
BEGINNING OF PROJECT
SANDY RIVER
COLUMBIA
RTLAND

RIVER
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CONTRACT # [redacted] 1819

WPSO 283-A Manzanita-Wheeler Sec., 1936
Nehalem County Rd.

1817

RECEIVED
JAN 1[illegible] 1941
FOR FILING

283-A

[illegible]

January 15, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Box 3900
Portland, Oregon

Dear Mr. Lynch:

Reference is made to your letter of December 21, 1940, in which you call our attention to drainage conditions on Oregon FAP 283-A and B, Nehalem Road, Manzanita-Wheeler Section.

You are advised that your letter was referred to the maintenance engineer and he advises that a crew has started performing the drainage work necessary to bring this section to a satisfactory condition.

Very truly yours,

C. B. McCullough
Assistant Chief Engineer

JM:mbl

FORM E-90 REVISED 29M 9-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15, 1941

Subject: Correction of Faulty Drainage on Nehalem Road, Manzanita - Wheeler Section

To: Mr. C. B. McCullough
Assistant Chief Engineer

Dear Sir:

We return herewith the letter from Mr. W. H. Lynch, District Engineer, Public Roads Administration, relative to the maintenance of Oregon FAP 283-A and B, the Nehalem Road, Manzanita - Wheeler Section. This section of county road is now being used as the highway route and is accordingly under maintenance by the State.

This matter was referred to the field for investigation, and we have advice from Mr. C. C. Seeley that a crew has started performing the drainage work necessary to bring this section to a satisfactory condition.

Very truly yours,

J. N. Bishop.
J. N. Bishop
Maintenance Engineer IAD

IAD/vf
encl. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 21, 1940

State form –

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Maintenance inspection of Oregon FAP 283-A, & B, the Nehalem Road-Manzanita - Wheeler Section, was made on December 6th.

The report of inspection states that there are numerous failures due to lack of drainage. The bituminous mat is alligatored and heavily patched.

The ditches are filled, shallow and completely blocked. The shoulders are high and impede drainage away from the bituminous surface.

The project agreement states that maintenance is to be performed by Tillamook County.

We are therefore requesting that you take this matter up with the County. Please advise us as to the action taken.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
DEC 24 1940
OFFICE OF
MAINTENANCE ENGINEER

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MAY 23 1938
FOR FILING

283-a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 21 1938
[illegible]
STATE HIGHWAY COMMISSION

May 20, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding under separate cover the approved plans for Oregon WPSO 283-A, Manzanita-Wheeler Section, Nehalem Road.

Very truly yours,

W. H. LYNCH
District Engineer

By T. H. Davis
T. H. Davis
Highway Engineer

Jem

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FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

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FEB 2 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon ~~WPMS 283-B~~
WPSO 283-A
Manzanita-Wheeler and
Town of Nehalem Sec.of
Nehalem Road

283-a

February 1, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________ project agreements and certificates for the above numbered projects.

Very truly yours,

W. H. LYNCH
District Engineer

L. J. Caufield
By L. J. Caufield
Highway Engineer

Encls.

SR-A4pr- 5964

Form P. R. 2

State Oregon

U. S. Works Program Highway

Project No. WPSO 263-A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of December, 1936

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74 th Cong.):

Whereas the Highway Department of said State submitted on the 17th day of December, 1935, a project statement, which was approved by the Secretary on the 28th day of January, 1936, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 22nd day of January, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of ten thousand, one hundred fifty-four and 00/100 dollars ($10,154.00) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—4414

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from funds appropriated under act approved April 8, 1935 (Include date and citation of act of legislature by which authorized)

(Public Res. No. 11, 74th Cong.), and from sale of bonds authorized by

Legislature under Chapter 175, Laws of 1917, and Chapter 31, Laws of 1920.

(Chapter 383 Laws 1921, Chapter 43 Laws of 1920).

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1260+59, in the SW¼ of section 35, T. 3N., R. 10W., W.M. and ending at survey station 125+60, in the NE¼ of section 29, T. 3N., R. 10W., W.M. (excepting therefrom those portions between survey stations 1+50 and 35+20; 1304+31 and 1310+65 = 0+00; and pile trestle at survey station 120, which is 102.5' long)

, length 2.635 miles, in Tillamook County, being Section A of U.S. Works Program Highway / Oregon project No. WPSO 283, consisting of 2.635 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span.

[illegible]

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of ten thousand, one hundred fifty-four and 00/100 dollars ($10,154.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twelve thousand, five hundred fifty-four and 00/100 dollars ($12,554.00), the approved total estimated cost of Section A of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

[redacted]

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Maintenance by the County of Tillamook pursuant to its agreement of November 8, 1935 with the State Highway Department
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 15th day of January, 1937

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell

Chairman, State Highway Commission

By E B Aldrich

Member, State Highway Commission

By F L TouVelle

Member, State Highway Commission

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By L. E. Boykin

Acting Chief, Bureau of Public Roads.

8—5513

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Works Program Highway Project No. WPSO 283-A, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $12,554.00 as the total estimated cost of said project, and the sum of $10,154.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 15th day of January one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By L. E. Boykin
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
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(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon WPSO 283-A
Manzanita-Wheeler Sec. of
the Nehalem Road

December 14, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Canfield
Highway Engineer

9

283-a + B

December 11, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Supplementing our letters of Sept. 4 and 5, 1936, a final inspection of Oregon Works Program Highway Project WPSO 285-A, Manzanita-Wheeler Section of the Nehalem Highway made November 12, 1936, showed repairs to bridge No. 6 had been made as requested.

Project agreements for WPSO 283-A, and for WPMS 283-B, the Nehalem Section, which was built under the same contract, are now in preparation in the Regional Office.

We still lack complete detailed plans for the two projects, supplementing the abbreviated plans recommended. As stated in our letter of January 22, 1936, authorizing advertising, these should be furnished prior to the submission of the final estimates, which we will appreciate your forwarding promptly.

Very truly yours,

W. H. LYNCH
District Engineer

By

L. J. Caufield
Highway Engineer

#1819

RECEIVED
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FOR FILING

283-L

December 1, 1936

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1819 for the construction of the Manzanita-Wheeler Section of the Nehalem County Road in Tillamook County, has been completed by the contractor, J. C. Compton, and that final settlement will be made by the State with said contractor for work done under said contract on or after December 11, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $10,706.22, including the final payment. Of this amount

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
NOV 30 1936
FOR FILING

283-a

November 25, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Manzanita-Wheeler Section, Project No. WPSO 283-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 283-A

MANZANITA-WHEELER SECTION OF THE NEHALEM ROAD IN TILLAMOOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 20, 1936

1,600	cu. yds.	Mineral Aggregate in Place	$ 2.00	$ 3,200.00
2,300	yd. mi.	Hauling Mineral Aggregate	0.20	460.00
66	tons	Cutback Asphalt in Place	33.00	2,178.00
117	tons	Tar in Place	29.00	3,393.00
			Subtotal	$ 9,231
			10% Engr. & Cont.	923
			Total	$10,154

Length of Roadway	2.627	miles
Length of 2 partic. bridges	.028	"
Length of 1 non-partic. bridge	.120	"
Length of participating portion	2.655	"
Total length	2.775	"
Cost per mile	$ 38,404	

Note: Oiling is to be constructed across participating bridges.

WPSO Funds Requested- $ 10,154

NON-PARTICIPATING ITEMS

Mineral Aggregate Furnished by Tillamook County

660	cu. yds.	1¼" - ¾" Crushed Rock in Stockpile	$ 1.50	$ 990.00
280	cu. yds.	¾" - ⅜" Crushed Rock in Stockpile	1.50	420.00
450	cu. yds.	⅜" - ¼" Crushed Rock in Stockpile	1.50	675.00
210	cu. yds.	¼" - 0" Crushed Rock in Stockpile	1.50	315.00
				$ 2,400.00

Estimated Labor Required	3,900 man-hours
Cost of Labor	$ 2,500
Cost of Materials	$ 3,200

Funds for Maintenance: See agreement between County and State Highway Commission, executed November 8, 1935.

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NOV 17 1936
FOR FILING

✓
283 AB

November 16, 1936

GLENS FALLS INDEMNITY COMPANY
Mills Tower
San Francisco, Cal.

Dear Sirs:

Reference is made to your letter of November 14, concerning the J. R. Compton contract, No. 1819, Manzanita-Wheeler Section, Tillamook County.

You are advised that this contract was accepted by the Highway Commission on September 15, 1936. Final payment has not yet been made to the contractor and it will probably be some time yet before such payment is made. The total amount paid to date is $10,385.05 and the retained percentage is $321.19.

Very truly yours,

Secretary

JM:MBL

#1819
Tillamook Co

R. H. GRIFFITH, VICE-PRESIDENT
PACIFIC COAST DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO, CAL.

Glens Falls
INDEMNITY COMPANY
of Glens Falls, New York

R. LYNN COLOMB,
SUPERINTENDENT BONDING DEPT.

SAN FRANCISCO, CALIFORNIA

RECEIVED
NOV 16 1936
OREGON
STATE HIGHWAY COMM.

November 14, 1936

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Bond No. 94948 - J. C. COMPTON

Dear Sir:

With reference to the above bond, which was executed on behalf of this principal covering contract No. 1819, Nehalem County Road in Manzanita-Wheeler Section, Tillamook County, which was completed and accepted on July 31, 1936, we will appreciate your advising us as to the final total contract price, including extras, if any.

Thanking you, we enclose self-addressed, stamped envelope for your convenience.

Yours very truly,

PACIFIC COAST BONDING DEPT.

WLJ:LB

E- $10,706.22
Or.- $ 321.19
Od - $10,385.03

283-B

September 21, 1936.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

With respect to the Manzanita-Wheeler Section, Oregon Works projects WPSO 283-A and WPMS 283-B, referred to in your letter of September 5, you are advised that the bridge repair work is to be done by Tillamook County under their agreement with the State. This has again been called to their attention for immediate action, and we will see that the work is performed in an acceptable manner at the earliest possible time.

Yours very truly,

State Highway Engineer.

cc J. H. Scott

REFERRED TO
Mr. Eason
By State Highway Engineer

Please take care of this and write a letter for my signature.

TES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

September 5, 1936

RECEIVED
SEP 11 1936
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

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otion of Oregon Works Program projects
MS 283-B, the Manzanita-Wheeler section
ghway shows that the contract has been
tisfactory manner, but the repairs to
rred to in our letter of January 22, 1936,
e.

acceptance of the project will be withheld until the repairs upon which our approval was conditioned have been completed.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

September 5, 1936

RECEIVED
SEP 11 1936
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

An inspection of Oregon Works Program projects WPSO 283-A and WPMS 283-B, the Manzanita-Wheeler section of the Nehalem Highway shows that the contract has been completed in a satisfactory manner, but the repairs to Bridge No. 6 referred to in our letter of January 22, 1936, have not been made.

Final acceptance of the project will be withheld until the repairs upon which our approval was conditioned have been completed.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

283 - A+B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

September 4, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPSO 283-A and WPMS 283-B, Manzanita-Wheeler Sec., Nehalem Road, Tillamook County, was made by a representative of this office on August 15, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Tow

x

283-B

August 26, 1936

Glens Falls Indemnity Company,
Pacific Coast Bonding Department,
6th Floor Mills Tower,
San Francisco, California.

Attention: W., L. Jensen.

Gentlemen:

In response to your inquiry of August 24th you are advised that final payment has not yet been made to J. C. Compton in connection with his Contract No. 1819 - Manzanita-Wheeler Section of the Nehalem County Road in Tillamook County.

We are unable to advise you of the date the final payment will be made, however, your Portland agents will be notified in accordance with our usual practice.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1819.
Tower

R. H. GRIFFITH, VICE-PRESIDENT
PACIFIC COAST DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO, CAL.

Glens Falls
INDEMNITY COMPANY
of Glens Falls, New York

R. LYNN COLOMB,
SUPERINTENDENT BONDING DEPT.

SAN FRANCISCO, CALIFORNIA

RECEIVED
AUG 26 1936
OREGON
STATE HIGHWAY COMMISSION

August 24th, 1936

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Re: Bond 94948 - J. C. Compton

Dear Sir:

We acknowledge with thanks, your advices that contract for Oil mat surface treatment, Nehalem County Road, Manzanita-Wheeler Section in Tillamook County, has been completed as of July 31st, 1936.

If payment has now been made, we will appreciate your advising the total contract price, including extras if any, so that we may make proper adjustment of our records.

Thanking you, we enclose a self-addressed, stamped envelope for your convenience.

Yours very truly,

PACIFIC COAST BONDING DEPT.

WLJ:BM
Enc.

REFERRED TO
McFarland
BY SECRETARY

Form 338—5M—5-36

283-a

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED
AUG - 3 1936
DIVISION ENGINEER

For Week Ending August 1st, 1936

Section Wheeler Overhead to Manzanita Junction

Kind of work oil macadam

Highway Oregon Coast (County Road)

Section prefix 229-1012 WPSO 283-A

Contractor County for rock, Compton for oil

Contract number 1819

Date of contract February 6th, 1936

Date of completion July 31st, 1936

Date work started County May 4th, Compton July 10th, 193

Estimated date of completion ", 1936

Amount of contract $ 11411.00 for oil

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 11411.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 311.20, %

Date project was completed July 31st, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Weather clear and warm all week.

All oil spread and all rock spread but a few loads on the 31st, and this will be called the date of completion as the contract for completion cals for that date. Since that time, work is cleaning up and cleaning ditches and leveling shoulders etc to use up man hours It is doubtful if all man hours can be used up Monday but will be by noon Tuesday. Essential work completed on contract time.

The job just hits what the contract calls for in amount, and will be completed within the amount of the contract.

The plans call for 1833 cu yds of rock plus an allowance of 167 = 2000. Agreement with the County for rock calls for enough rock to lay an 0-11 job and in another lace calls for 2175 cu yds plus an allowance of 10%. The rock used to date is as follows

Size	Required	Plus 10%	Actually used	Diff. on net erquired	Diff on net plus 10%
1½ - 3/4	900	990	776	124	214
3/4-1/2	400	440	302½	137½	177½
1/2-1/4	600	660	547½	52½	112½
1/4-0	275	303	256½	13½	46½
Total	2175	2393	1882	333	550½

Exact amount called for in 0-11 is 1833, used 1882

Contractor did some work for county from Manzanita Jct to the beach and some work for the city of Nehalem. Oil and rock records kept but not included with contract work that we pay for.

Signed J. Scott — J. Scott

Address Nehalem, Oregon.

NOTE
H. G. SMITH

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				3.4	
Miles partially completed					
Miles completed				3.4	
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				34	

Percentages of men employed on contract to be secured from: Tillamook

County, ...%; County, ...%; County, ...%; County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Lses COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	34						34
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 2, Rollers 1, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ... 6 trucks, 1 broom ...., ...

Aug	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday July 29th	Clear and warm all week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

283 A & B

March 21, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed three copies of the tabulation of bids for Projects Nos. WPSO 283-A and WPHS 283-B, as requested in your letter of March 11, 1936.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

March 11, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The contract for the bituminous surface treatment of the Manzanita-Wheeler section of the Nehalem Road includes two projects, Oregon WPSO 283-A and WPMS 283-B. Will you therefore send us three additional copies of the tabulation of bids received on February 6, in order that our files may be complete for both projects.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

283-a

March 16, 1936.

J. C. Compton,
McMinnville, Oregon

Dear Sir:

We hand you herewith fully executed copy of Contract No. 1819 awarded to you on February 6, 1936 for 3.42 miles oil mat surface treatment on the Manzanita-Wheeler Section of the Nehalem County Road in Tillamook County.

This copy is for your records and files.

Very truly yours
STATE HIGHWAY COMMISSION
By

Secretary

MHR

283-a

CROSS REFERENCE SHEET

Name or Subject Manzanita-Wheeler Section-Nehalem Road **File No.**

Regarding Leveling on bench marks in vicinity of Nehalem. **Date** March 6, 1936

SEE CONSTRUCTION
Survey
Bench Marks

Name or Subject **File No.**

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE"

Library Bureau

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For use in Library Bureau Filing Systems

FORM S-D-1 1M 9-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

IN REPLY PLEASE REFER TO FILE NO.

28-12

February 14, 1936.

Mr. J. H. Scott,
Resident Engineer,
Oregon State Highway Department,
Nehalem, Oregon.

Dear Sir:

The approval of the Bureau of Public Roads of the Wheeler-Manzanita Section was given, subject to the following changes and improvements:

1. The oil is not to be applied to the Nehalem River bridge.

2. The hand rails of bridge No. 5 are to be replaced.

3. The bulkheads for bridge No. 6 must be satisfactorily repaired.

Please see that the first item is observed during the oiling work. Items 2 and 3 should be taken up with the county court, to the end that these changes be made in compliance with the Bureau's demands.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

FDE:AM ✓
cc S. H. Probert
H. G. Smith

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEB 1
STATE [illegible]

IN YOUR REPLY PLEASE
REFER TO FILE NO.

February 6, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon project WPMS 283-B, the Nehalem section of the Nehalem Road in Tillamook County, to J. C. Compton, McMinnville, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.__________

POST OFFICE BUILDING
PORTLAND, OREGON

FEB 11 1936
OREGON
STATE HIGHWAY

February 6, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon project WPSO 283-A, the Manzanita-Wheeler section of the Nehalem County Road, to J. C. Compton, McMinnville, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Lon

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

[illegible] FEB 3 193[illegible]
[illegible] OREGON

February 1, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Acting Chief of Bureau on January 28, 1936, approved the project statement for Oregon Works Program Highway Project No. WPS 283, involving the improvement of 3.4 miles of the Manzanita-Wheeler Section of the Nehalem Road between a connection with Federal Aid Route No. 28 in Sec. 29, T. 3 N., R. 10 W., and a connection with Federal Aid Route No. 2 in Sec. 35, T. 3 N., R. 10 W., in Tillamook County.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Jwr

283-a

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 283-A

MANZANITA-WHEELER SECTION OF THE

NEHALEM ROAD IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 7, 1936

1,600	cu. yds.	Mineral Aggregate in Place	$ 1.50	$ 2,400.00
2,300	yd. mi.	Hauling Mineral Aggregate	0.20	460.00
66	tons	Cutback Asphalt in Place	30.00	1,980.00
98	tons	No. 3 Road Oil in Place	30.00	2,940.00
117	tons	Tar in Place	26.00	(Alternate)
			Subtotal	$ 7,780.00
			10% Engr. & Cont.	778.00
			Total	$ 8,558.00

Length of Roadway	2.644 miles
" " Bridges	0.131 mile
Total Length	2.775 miles
Cost per mile	$ 3,083.96

Note: Oiling is to be constructed across bridges.

WPSO Funds Requested- $ 8,558.00

NON-PARTICIPATING ITEMS

Mineral Aggregate Furnished by Tillamook County

660	cu. yds.	1½" - ¾" Crushed Rock in Stockpile	$ 1.50	$ 990.00
280	cu. yds.	¾" - ½" Crushed Rock in Stockpile	1.50	420.00
450	cu. yds.	½" - ¼" Crushed Rock in Stockpile	1.50	675.00
210	cu. yds.	¼" - 0" Crushed Rock in Stockpile	1.50	315.00
				$ 2,400.00

Estimated Labor Required	3,900 man-hours
Cost of Labor	$ 2,500
Cost of Materials	$ 3,200

January 7, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are today sending, under separate cover, six copies of estimate, five bid proposals and five sets of blueprint plans for the Manzanita-Wheeler Section, Project No. WPSO 283-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

January 22, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon U. S. Works Program Projects WPSO 283-A and WPMS 283-B, the Manzanita-Wheeler Section of the Nehalem Road, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Concurrence in award will be withheld pending approval of the project statement.

Eason will
attend to
these details
SwP.

Approval is recommended subject to the condition that the handrails of Bridge No. 5 will be replaced and the bulkheads for Bridge No. 6 will be satisfactorily repaired before the final acceptance of the project.

Construction of an oil surface across the Nehalem River Bridge is not approved, and the bridge will be treated as an exception to this project. The lengths have been recalculated accordingly, the revised lengths on the estimate being for the WPSO project No. 283-A, length of roadway 2.627 miles, length of bridges .028 mile, and length of bridge (exception), .120 mile. Please use these figures in submitting future documents on this project.

Approval is also recommended subject to the condition that detailed plans will be furnished prior to submission of the final estimate.

The necessary county maintenance agreement should be furnished with the project agreement.estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By LCaufield
L. [illegible]. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

January 18, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. for Oregon WPSO 283-A, the Manzanita-Wheeler section of the Nehalem Road, show that the construction of the oil surface is to be carried across the bridges. The advisability of oiling the deck of Bridge No. 2 of the sketch map across the Nehalem is questioned because of probability of the surface cracking and spalling at the joints between planks, which will be particularly objectionable due to the considerable length of the structure.

It is believed that the documents should be revised to show Bridge No. 2 as an exception to the project.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

January 18, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. for Oregon WPGO 283-A, the Manzanita-Wheeler section of the Nehalem Road, show that the construction of the oil surface is to be carried across the bridges. The advisability of oiling the deck of Bridge No. 2 of the sketch map across the Nehalem is questioned because of probability of the surface cracking and spalling at the joints between planks, which will be particularly objectionable due to the considerable length of the structure.

It is believed that the documents should be revised to show Bridge No. 2 as an exception to the project.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. B. Andrews
Sr. Highway Engineer

December 17, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Manzanita-Wheeler Section of the Nehalem Road to which has been assigned number WPS 283.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

STATE Oregon

PROJECT NO. NRS 283
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) December 17, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Manzanita-Wheeler Section, Nehalem Road
2. Between ~~control points of official description:~~ a connection with Fed. Route No. 28 in NE. ¼ Sec. 29, T. 3 N., R. 10 W. ~~and~~ and a connection with Fed. Route No. 2 in SW. ¼ Sec. 35, T. 3 N., R. 10 W.
3. Between intermediate control points if used: ______ and ______

County of Tillamook

4. Length in miles (gross) 3.4 (net) 3.4
5. Preliminary estimate of cost: Total, $ 8,000; section of road to be first improved, $ 8,000, of which $ ______ is the estimated cost of "bridges" of more than 20 feet clear span.
6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: ______ (Amount.)

______ (Source; refer to statute.)

(b) County ______
(Amount.) (Source; refer to statute.)

8—5073

7. Funds for maintenance to be provided by State or County (State or (and) county.), from the following sources: Chap. 175, laws 1917; Chap. 31, laws 1920 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project:

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 3—5073

MANZANITA-WHEELER SECTION
NEHALEM ROAD
TILLAMOOK COUNTY
PROJECT No. WPS-288
T. & N.
FROM PROJECT

NEW ALEM

FED. ROUTE
55
BEGINNING OF PROJECT

FORM 3-X-1 1000 9-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

CC CC

X

243-a

October 29, 1935

Honorable H. H. Rosenberg,
Tillamook County Judge,
Tillamook, Oregon.

NOTED

Dear Sir:

I am inclosing herewith five copies of an agreement which I have prepared under instructions from the Highway Commission and its Engineer covering the matter of improvement of a county road extending from the Oregon Coast Highway at the Wheeler overhead crossing to the Manzanita Junction with said highway.

This agreement and the accompanying copies are sent for the approval of the County Court, and, if approved, for execution and return to this office so that I may present the agreement to the Highway Commission for execution at its next meeting, which will be held in Portland November 7th.

I trust you will find that this conforms to the arrangement made by the Court and the Commission some time ago. Thanking you for early consideration of this matter, I am

Yours very truly,

J. M. DEVERS

JMD:PW

cc R. H. Baldock ✓
H. B. Glaisyer
H. C. Smith
W. E. Chandler

243-a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

October 16, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your inquiry of October 2nd requesting permission for Tillamook County to cooperate in a WPSO Works Program project (Wheeler overhead-Manzanita), by crushing and furnishing the stone for surfacing.

Assuming that the County already has a crushing plant set up at or near the project and expects to be able to produce this rock for much less cost than a contractor could produce it on such a short project, this procedure will be recommended if the specifications for the crushed rock are satisfactory and the County can produce stone complying with the specifications. It is understood this will entail no cost to the project.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

REFERRED TO
Probert
State Highway Engineer

October 2, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We propose to include in our WPA program the surfacing of a county road between Manzanita and Wheeler in Tillamook County, and, in connection with that work, the County has offered to cooperate by crushing and furnishing the surfacing materials.

Please inform us as to whether or not the clause in the WPA required provisions which states that all materials must be furnished by the contractor will make it impossible for us to accept this proffered cooperation.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MR

CONTRACT# [redacted] [redacted] 1819

WPMS 283-B Nehalem Sec., Nehalem Co. 1936
Road

1819

RECEIVED
1937
FILING
2 2 5-15

FR-AAD- 5965

Form P. R. 2
State Oregon
U.S. Works Program Highway Project No. WPMH 203-B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Jon

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of December, 1936

by and between **The Oregon State Highway Commission**, constituting

for the purpose hereof, the Highway Department of the State of **Oregon** hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, **particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Cong.):**

Whereas the Highway Department of said State submitted on the **17th** day of **December**, 19**35**, a project statement, which was approved by the Secretary on the **28th** day of **January**, 19**36**, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section **[illegible]** of said project which were recommended for approval by the United States District Engineer on the **22nd** day of **January**, 19**36**; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of **two thousand, three hundred ninety-eight and 00/100** dollars (**$2,398.00**) as the share of the United States payable under said act on account of Section **B** of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from funds appropriated under act approved April 8, 1935 (Public Res. No.11, 74th Cong.), and from sale of bonds authorized by Legislature under Chapter 175, Laws of 1917, and Chapter 31, Laws of 1920. (Chapter 303 Laws 1921, Chapter 43 Laws of 1920).
(Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1+50 at the south city limits of Nehalem and ending at survey station 35+20 at the west city limits of Nehalem

, length 0.649 of a miles/ in Tillamook County, being Section B of U.S. Works Program Highway / Oregon WPMS project No./ 283, consisting of 0.649 of a miles/ of roadway and no bridges, ~~each~~ of more than 20 feet clear span,* ~~[illegible]~~

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of two thousand, three hundred ninety-eight and 00/100 dollars ($2,398.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two thousand, nine hundred ninety-eight and 00/100 dollars ($2,998.00), the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~[illegible]~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Maintenance by the County of Tillamook pursuant to its agreement of November 8, 1935 with the State Highway Department
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 15th day of January 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By F L Tou Velle

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By L. E. Boykin
Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as ~~as~~ U.S. Works Program Highway Project No. [illegible] 283-B State of Oregon

Second. That in accordance with said provisions I have approved the sum of $2,998.00 as the total estimated cost of said project, and the sum of $2,398.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 15th day of January one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By L. E. Boykin
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4630

RECEIVED
DEC 24 1936
FOR FILES

283-B

December 23, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Nehalem Section, Project No. WPMS 283-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
DEC 17 1936
F[illegible]

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon WPMS 283-B,
Nehalem Sec.of the
Nehalem Road

December 14, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

LJCaufield
By L. J. Caufield
Highway Engineer

Ton

RECEIVED
NOV 30 1936
FOR FILING

283-B

November 25, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Nehalem Section, Project No. WPMH 283-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MR

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPMS 283-B

NEHALEM SECTION OF THE

NEHALEM ROAD IN TILLAMOOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 20, 1936

(Sta. 1+50 to 35+20)

400	cu. yds.	Mineral Aggregate in Place	$ 2.00	$ 800.00
200	yd. mi.	Hauling Mineral Aggregate	0.20	40.00
16	tons	Cutback Asphalt in Place	33.00	528.00
28	tons	Tar in Place	29.00	812.00
			Subtotal	$ 2,180
			10% Engr. & Cont.	218
			Total	$ 2,398

Length 0.649 mile
Cost per mile $ 3,694

WPMS Funds Requested- $ 2,398

NON-PARTICIPATING ITEMS

Mineral Aggregate Furnished by Tillamook County

170	cu. yds.	1½" - ¾" Crushed Rock in Stockpile	$ 1.50	$ 255.00
70	cu. yds.	¾" - ½" Crushed Rock in Stockpile	1.50	105.00
110	cu. yds.	½" - ¼" Crushed Rock in Stockpile	1.50	165.00
50	cu. yds.	¼" - 0" Crushed Rock in Stockpile	1.50	75.00
				$ 600.00

Estimated Labor Required	900 man-hours
Cost of Labor	$ 600
Cost of Materials	$ 800

Funds for Maintenance: See agreement between County and State Highway Commission, executed November 8, 1935.

283-B

January 7, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are today sending, under separate cover, six copies of estimate, five bid proposals and five sets of blueprint plans for the Nehalem Section, Project No. WPMS 283-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Oregon State Highway Department

U. S. Works Program
Project No. WPMS 283-B

NEHALEM SECTION OF THE NEHALEM ROAD IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 7, 1936

(Sta. 1+50 to 35+20)

400	cu. yds.	Mineral Aggregate in Place	$ 1.50	$ 600.00
200	yd. mi.	Hauling Mineral Aggregate	0.20	40.00
16	tons	Cutback Asphalt in Place	30.00	480.00
24	tons	No. 3 Road Oil in Place	30.00	720.00
28	tons	Tar in Place	26.00	(Alternate)
			Subtotal	$ 1,840.00
			10% Engr. & Cont.	184.00
			Total	$ 2,024.00

Length	0.649 mile
Cost per mile	$ 3,243.58

WPMS Funds Requested- -$ 2,024.00

NON-PARTICIPATING ITEMS

Mineral Aggregate Furnished by Tillamook County

170	cu. yds.	1¼" - ¾" Crushed Rock in Stockpile	$1.50	$ 255.00
70	cu. yds.	¾" - ½" Crushed Rock in Stockpile	1.50	105.00
110	cu. yds.	½" - ¼" Crushed Rock in Stockpile	1.50	165.00
50	cu. yds.	¼" - 0" Crushed Rock in Stockpile	1.50	75.00
				$ 600.00

Estimated Labor Required	900 man-hours
Cost of Labor	$ 600
Cost of Materials	$ 800

CONTRACT #1820

NRM 141-C North Approach, Coos Bay Bridge 1935

#1820

141-C

RECEIVED
DEC 19 1936
FOR FILING

#1820

December 17, 1936

New Amsterdam Casualty Company
Seeley & Company, Agents
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1820 for the construction of the north approach to the Coos Bay Bridge on the Oregon Coast Highway in Coos County has been completed by the Contractor, S. S. Montague, and that final settlement will be made by the State with said contractor for work done under this contract, on or after December 26, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information, we wish to advise that the total amount paid the above contractor in connection with this contract will be $51,307.85, including the final payment. Of this amount $42.57 was for force account.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

CE

RECEIVED
DEC 24 1936
FOR FILING

141-e

December 14, 1936

Pacific Portland Cement Company
111 Sutter Street
San Francisco, Calif.

Attention: Mr. H, D. O. Bemon,
Credit Manager

Gentlemen:

Reference is made to your letter of December 9, in regard to contract No. 1820, North approach to the Coos Bay Bridge.

The project was completed on September 30 and accepted by the State Highway Commission on December 1.

The final estimate voucher is now being prepared for payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

Dict. by W. C. Crews/ce

Contract # 1820
Completed Sept 30
Accepted Dec 1st
Final voucher Nov 20, 1936
Final Est Voucher is being first written
up in the auditing dept

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

EMENT COMPANY
UFACTURERS OF
AND OLD MISSION BRANDS
C WATERPROOF PORTLAND CEMENT
Hardwall Plaster and Gypsum Products

UTTER STREET
NCISCO, CALIFORNIA

ember 9th, 1936.

1 1936

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Will you kindly advise if contract No. 1820 North Approach to Coos Bay Bridge in Coos County has been accepted by the Commission and whether or not final payment has been made to the general contractor.

Self-addressed and stamped envelope is enclosed for your reply.

Yours very truly,
PACIFIC PORTLAND CEMENT COMPANY

H. D. O'Bannon
Credit Manager

HDO:S

REFERRED TO
Crews
BY SECRETA

what is status

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

PACIFIC
PORTLAND CEMENT COMPANY
MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND PLASTIC WATERPROOF PORTLAND CEMENT
Empire-Standard-Reno Hardwall Plaster and Gypsum Products

TRADE-MARKS

111 SUTTER STREET
SAN FRANCISCO, CALIFORNIA

December 9th, 1936.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Will you kindly advise if contract No. 1820 North Approach to Coos Bay Bridge in Coos County has been accepted by the Commission and whether or not final payment has been made to the general contractor.

Self-addressed and stamped envelope is enclosed for your reply.

Yours very truly,
PACIFIC PORTLAND CEMENT COMPANY

H. D. O'Bannon
Credit Manager

HDO:S

REFERRED TO
Crews
BY SECRETA

what is status

Coast Wide Service — San Francisco Los Angeles Portland San Diego Seattle

T41-C

RECEIVED
DEC 10 1936
FOR FILING

#1820
x

December 10, 1936

New Amsterdam Casualty Company
Sealey & Company, Agents
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make Semi-final payment to S. S. Montague in connection with Contract No. 1820, for the construction of the north approach to Coos Bay Bridge on the Oregon Coast Highway in Coos County. This payment will be made on or after December 19, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

CE

rm 338—5M—5-36

141-e

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 28, 1936

Section North Approach to Coos Bay Bridge

Kind of work Grad., Sufr., and Bit. Mac.

Highway Oregon Coast

Section prefix 6-1010

Contractor S. S. Montague

Contract number 1820

Date of contract February 7, 1936

Date of completion July 31, 1936

Date work started February 17, 1936

Estimated date of completion September 30, 1936

Amount of contract $50,034.60

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $50,034.60

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $2500.00, 5 %

Date project was completed September 30, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Engineering crew worked five days on Final Estimate; one day setting right-of-way stakes. Final estimate will be completed today, November 28, 1936.

NOTED

Signed V.H. Coffey
V. H. Coffey

Address North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	NTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed	All	All		All	
Total estimated quantities	57,220 C.Y.	5,600 C.Y.		50 Tons 700 C.Y.	
Estimated quantities moved or placed to date	59,441.5 "	5,721.5 "		46.39 Tons 667 C.Y.	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants . ...,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fog		
Monday	Fog		
Tuesday	Fog		
Wednesday	Fog		
Thursday	Fog		
Friday	Fog		
Saturday	Fog		

141-C

C
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RECEIVED
Nov. 30, 1936
Oregon State
Highway Commission

UNITED STATES DEPARTMENT OF AGRICULTURE

November 28, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of November 24, 1936, requesting an answer to your letter of September 1, 1936, regarding time extensions on Oregon Federal Aid Projects Nos. 141-E, 141-C and 171-A.

With reference to your letter of September 1st, we beg to advise that this was replied to under date of September 10th, though we fail to find an answer from you.

However, we are today replying separately under each project number as to time extensions.

Very truly yours,

Sgd. W. H. Lynch
District Engineer

Referred to
Mr. Probert
By State Highway Engineer

COPY

Nov. 24, 1936

H. B. G.

H. G. Smith's office advises that they have nothing further to report concerning these applications.

J. McF.

RECEIVED
Dec. 1, 1936
For Filing

COPY

RECEIVED
Dec. 1, 1936
For Filing

Referred to
Mr. Baldock
By Secretary

We have received no response from Lynch in regard to this matter so thought that you would want to write him again.

The extensions must be approved shortly otherwise payments to the contractors will have to be held up if we follow the usual practice.

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RECEIVED
Dec. 1, 1936
For Filing

November 24, 1936

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

Dear Sir:

May I please have an answer to my letter of September 1 relating to the approval of the time extensions on the following projects:

Oregon F.A.P. 141-E, South Approach to the Coos Bay Bridge;
Oregon F.A.P. 141-C, North Approach to the Coos Bay Bridge;
Oregon F.A.P. 171-A, Columbia County Line-Portland Section

It is necessary that action be taken on these in the near future because payments otherwise must be stopped.

Very truly yours,

State Highway Engineer

RHB:HI

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RECEIVED
Dec. 1, 1936
For Filing

September 1, 1936

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

Dear Sir:

I cannot understand your refusal to approve the extensions of time in Mr. Smith's letters to you of July 16 and August 6 with reference to the following projects:

Oregon F.A.P. 141-E, South Approach to the Coos Bay Bridge
Oregon F.A.P. 141-C, North Approach to the Coos Bay Bridge
Oregon F.A.P. 171-A, Columbia County Line-Portland Section

I have carefully reviewed the requests and believe that they are reasonable and conclusive and the information is stated in full.

I would appreciate your again reviewing the situation and giving favorable consideration to the requests as made.

Very truly yours,

State Highway Engineer

RHB:HI

C
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RECEIVED
Dec. 1, 1936
For Filing

August 26th, 1936

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

I am returning three letters from the Bureau of Public Roads requesting additional information for extensions of time on the following projects:

Oregon F.A.P. 141-E, South Approach to the Coos Bay Bridge
Oregon F.A.P. 141-C, North Approach to the Coos Bay Bridge
Oregon F.A.P. 171-A, Columbia County Line-Portland Section

The information furnished to support the extensions of time is sufficiently complete and detailed to permit their having been acted upon, and I have no further information to furnish. All Oregon projects are inspected very frequently by the Bureau of Public Roads, and it would seem possible to act upon these applications without these long delays which frequently hold up the final payment of the contractors.

Very truly yours,

Sgd. H. G. Smith
Construction Engineer

HGS:AR

#1820

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 26 1936
OREGON

August 18, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to Mr. Smith's letter of August 6 requesting our concurrence in an extension of time on Oregon FAP No. 141-C, the north approach to the Coos Bay Bridge. This extension is requested to September 30, 1936 or for sixty days.

Undoubtedly the contractor is entitled to some extension but, pending further field investigations, we are not satisfied that an extension of sixty days is justified.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
AUG 26 1936

141-C

August 6, 1936.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

Dear Sir:

Contractor S. S. Montague has requested an extension of time on their contract #1820, North Approach to Coos Bay Bridge, Federal Aid Project #141-C, to September 30, 1936.

The unusually late spring made it necessary to hold back this job and not fill over the existing pavement during a period of heavy rains. The material was such that it required drying weather both for handling of traffic and compaction of material, in the sub-grade. Even up to three weeks ago some of the fills were still quakey under heavy loads and not sufficiently consolidated for surfacing. Considerable amount of blue clay was encountered at the bottom of the cuts which could not be handled until dry weather.

May we have your concurrance in the extension of time limit without penalty to the contractor?

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

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NOV 16 1936
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

141-C

November 13, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon F.A.P. 141-C, North Approach, Coos Bay Bridge, Oregon Coast Highway, Coos County ______, was made by a representative of this office on ______. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Jm

141-C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
[illegible]
FOR FILING

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 15, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir: Re: Oregon FAP 141-C, North Approach, Coos Bay Bridge

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Ton

Oregon Federal Aid Project
No. 141, Section C.

Hwy 10 299

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on February 27, 1931, by the State Highway Commission of Oregon, and on May 20, 1931, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 141, Section C; and

WHEREAS, the plans and specifications previously approved for said Section C provided for the construction of 0.149 of a mile of graded road and one bridge of more than 20 feet clear span 0.411 of a mile in length, in Coos County, for which the estimate approved was $50,248.18, and $31,269.43 Federal funds were set aside to the credit of said Section C; and

WHEREAS, the construction of said Section C in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $44,780.73, and voucher in the sum of $27,831.69 has been passed for payment as the share of the Federal Government on said Section C; and

WHEREAS, the said State Highway Commission of Oregon now requests a reopening of said Section C and a revision of the plans, specifications and estimate approved therefor to provide for an extension to the project northerly from survey station 34+50 to survey station 54+01.7, for eliminating that portion between survey stations 4+88 and 33+97.5, thereby decreasing its length from 0.560 of a mile to 0.529 of a mile, and to provide for the construction of a bituminous Macadam wearing surface over its entire length, at an estimated cost of $55,038.06; and by reason thereof has requested that the estimate of cost approved for said Section C be increased from the previous actual cost of $44,780.73 to $99,818.79, and that the Federal funds approved and set aside to the credit of said Section C be increased from the previous actual payment of $27,831.69 to $61,425.03:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section C be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of sixty-one thousand, four hundred twenty-five and 03/100 dollars ($61,425.03) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article II shall read:

"Article II. This agreement covers the following road as described in detail in said surveys, plans and specifications:

"Between survey station 54+01.7 in Sec. 35, T. 24 S., R. 13 W., W.M., and survey station 33+97.5 at the north end of the Coos Bay Bridge in Sec. 2, T. 25 S., R. 13 W., W.M., length 0.529 of a mile, in Coos County, being Section C of Oregon Federal Aid Project No. 14, consisting of 0.529 of a mile of roadway and no bridges of more than 20 feet clear span, known locally as the Roosevelt Coast Highway between Hebo and Coos Bay."

Paragraph (b) of Article III shall be and is hereby stricken out.

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of sixty-one thousand, four hundred twenty-five and 03/100 dollars ($61,425.03), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of ninety-nine thousand, eight hundred eighteen and 79/100 dollars ($99,818.79), the approved total estimated cost of Section C of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the State Highway Commission of Oregon on the 17th day of April, 1936, and the Secretary of Agriculture on the 5th day of Oct, 1936.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By F L TouVelle
Member, State Highway Commission

Secretary of Agriculture,

By L. E. Boykin
Acting Chief, Bureau of Public Roads.

Oregon Federal Aid Project
No. 141, Section C.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 141-C, State of Oregon.

SECOND. In lieu of the previous actual payment of $27,851.59, That in accordance with said provisions I have approved the sum of $ 99,818.79 as the total estimated cost of said project, and the sum of $ 61,425.03 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 5th day of Oct. one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By L. E. Boykin
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4239

FORM 5-A-1 5M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

141-C

North Bend, Oregon
October 2, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch, District Engr.
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Completed September 30, 1936, F. A. 141-C.

Employment 10.

Very truly yours,

V. H. Coffey
Resident Engr.

VHC/eho

cc: R. H. Baldock

NOTED
State Highway Engineer

141-C

August 18, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to Mr. Smith's letter of August 6 requesting our concurrence in an extension of time on Oregon FAP No. 141-C, the north approach to the Coos Bay Bridge. This extension is requested to September 30, 1936 or for sixty days.

Undoubtedly the contractor is entitled to some extension but, pending further field investigations, we are not satisfied that an extension of sixty days is justified.

Very truly yours,

W. H. LYNCH
District Engineer

141-e

#1820 +
#1821
+

August 10, 1936

General Casualty Company of America,
Seattle, Washington.

Attention: R. Herberg.

Gentlemen:

In response to your inquiry of August 7th you are advised that the figures given you by Mr. C. J. Montag in connection with his contracts No. 141-e 1820 - North Approach to Coos Bay Bridge and No. 141-E 1821 - South Approach to Coos Bay Bridge, have been checked with our records and are correct.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

GENERAL
H. K. DENT
PRESIDENT
T. E. LOYNAHAN
VICE-PRESIDENT

GENERAL CASUALTY COMPANY OF AMERICA
SEATTLE

RECEIVED
AUG 10 1936
OREGON

August 7, 1936

Oregon State Highway Commission
Salem, Oregon

Re: S. S. Montague
39 S E Salmon Street
Portland, Oregon

Gentlemen:

In a statement to us Mr Montague advises that the following amounts were due him from you, as of June 15th, 1936, on the contracts listed below.

#1820 North Approach Coos Bay Bridge (Amount of Contract $50,000)
Current earned estimate $3,789.37
Retainage earned and withheld $2,907.38

#1821 South Approach Coos Bay Bridge (Amount of Contract $52,000)
Current earned estimate $15,054.00
Retainage earned and withheld $3,945.34

We will greatly appreciate verification from you of the above figures.

Very truly yours,

R Herberg
Surety Department

rh

REFERRED TO [illegible]
BY SECRETARY

please check up

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

141-C

August 6, 1936.

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

NOTED
State Highway Engineer

Dear Sir:

Contractor S. S. Montague has requested an extension of time on their contract #1820, North Approach to Coos Bay Bridge, Federal Aid Project #141-C, to September 30, 1936.

The unusually late spring made it necessary to hold back this job and not fill over the existing pavement during a period of heavy rains. The material was such that it required drying weather both for handling of traffic and compaction of material, in the sub-grade. Even up to three weeks ago some of the fills were still quakey under heavy loads and not sufficiently consolidated for surfacing. Considerable amount of blue clay was encountered at the bottom of the cuts which could not be handled until dry weather.

May we have your concurrance in the extension of time limit without penalty to the contractor?

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓

FORM [illegible]

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYEN, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
SALEM

In reply please refer to file No.

141-C

RECEIVED
AUG 5 1936
OREGON
STATE HIGHWAY COMMISSION

August 4, 1936

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. B. GLAISYER

Dear Sir:

Reference is made to your letter of July 29th, relative to the request made by S. S. Montague for an extension of time on contracts #1820, North Approach to Coos Bay Bridge, and #1821, South Approach to Coos Bay Bridge.

In regard to the extension of time on contract #1820 I would be willing to recommend that Mr. Montague's request be granted providing the oiling work, which is to be done under this contract, is completed by September 1st, 1936.

In regard to contract #1821, I would recommend that an extension of thirty days be granted. I am advised that the weather was very bad during the early part of the summer and that it was impossible for Mr. Montague to carry on the work on these two contracts.

The above recommendations are made on account of this fact. Our engineering cost of course will be somewhat increased but I think we should not penalize the contractor.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

#1820 ✗
#1821 ✗

1141 C

July 29, 1936

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Oregon.

Dear Sir:

Herewith copies of letters of S. S. Montague requesting extension of time on his contracts No. 1820 - North approach to Coos Bay Bridge and No. 1821 - South Approach to Coos Bay Bridge.

Kindly advise of your recommendations so that the matter can be presented to the Highway Commission.

Very truly yours,

Secretary.

Dict. by J. McFarland.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

141-C

July 10, 1936

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. O. SMITH

NOTED
State Highway Engineer

Dear Sir:

In compliance with J. W. DeSouza's letter of June 30th, you will find herewith Extra Work Order for moving Mrs. Coleman's water pipe on the north approach to Coos Bay Bridge, Contract 1820.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock
cc. V. H. Coffey

EAC:AF

FORM 6-A-1 6M 11-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

141-C

IN REPLY PLEASE REFER TO FILE NO.

July 6, 1936

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

In the big cut north of the Coos Bay Bridge we have encountered a very plastic blue clay at ten or twelve feet above grade and a slide has started on the east side of this cut which apparently may involve a thousand yards at present. This plastic blue clay willnot make suitable sub-grade and I have directed Vic. Coffey not to place any of it within at least 3 feet of grade in the fills and that if bottom part of fills is not available in which to place this material, he shall use it to widen fills or shall waste it.

I believe there will be sufficient suitable material, including the slide to complete fills and if not, we can daylight the west side of our cut. I doubt at this time if a change in grade line can be put in to help this situation.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AF

FORM 5-K-1 1500 3-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

141-E

June 30, 1936

Mr. E. A. Collier
Division Engineer
Oregon State Highway Dept.
Roseburg, Oregon

Dear Sir:

It appears that on account of right of way changes or possibly changes in construction plans it is necessary to revise the pipe line supplying water to the property of Mrs. Coleman at the north end of the Coos Bay Bridge.

It has been agreed that the cost of moving this pipe line will be borne by the State, and Mr. William B. Dennis, who is interested in the matter, has suggested that when we are ready to make the change we notify Mrs. Coleman so that she may have the opportunity of being present. Mr. Dennis has stated to Mrs. Coleman that such a notice will be given.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. William B. Dennis

FORM 2-A-1 5M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

141-2

May 29, 1936

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. Fred B. Hollister
City Recorder
North Bend, Ore.

Dear Sir:

Your letter of May 28th, received today concerning removal of the 10 inch cedar tree at the city auto camp.

Mr. George Otten, our Landscape Engineer, made an investigation of this tree about ten days ago at the request of Mr. McFarland and reported that the tree should not be cut. I am therefore referring your letter to the Salem office for action.

It was Mr. Otten's judgment that the preservation of this shapely cedar tree was of value.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock
cc. H. G. Smith
cc. George Otten

EAC:AF

L. A. CUTLIP, MAYOR
FRED. B. HOLLISTER, RECORDER
I. N. HARTLEY, TREASURER
J. B. MULLEN, ATTORNEY

COUNCILMEN
A. E. MORTEN
J. F. RYAN
C. B. SUNDBAUM
W. F. WERTH
FRANK MUSSUS
L. E. WALLACE

THE CITY OF NORTH BEND
NORTH BEND, OREGON

OFFICE OF THE RECORDER

May 28,1936

A.E.Collier, District Supervisor
State Highway Commission
Roseburg, Oregon

My Dear Mr. Collier:

The City Council of the City of North Bend has requested that you be advised of their wish to have the Cedar Tree at the intersection of the City Auto Camp and the North Bend Bridge approach be removed.

This property was recently given to the State Highway Commission so the matter is being referred to you and we trust that you will give this your immediate attention in order that we may have the tree removed before the Bridge Dedication June 5th.

Trusting that the above will be found in order, I am

Very truly yours,

Fred B Hollister
City Recorder

FBH:e

FORM 9-A-1 5M 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

May 20th, 1936

~~Mr. E. A. Collier~~
~~Division Engineer~~
~~State Highway Dept.~~
~~Roseburg, Oregon~~

RE: 10-inch Cedar Tree at
North Bend Auto Park

Dear Sir:

I inspected the 10" cedar tree at the auto park entrance at North Bend with Mr. Coffey, Resident Engineer in charge.

Mr. Coffey has provided the manner in which the tree can be saved, and I recommend that the curb be constructed so as to save this tree.

The tree does interfere with an expensive neon sign, but on the other hand is a beautiful cedar specimen and for that reason should be spared.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By

George H. Otten
Landscape Engineer

GHO:AR

cc to: R. H. Baldock ✓
H. G. Smith

FORM 8-B-1 1M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

May 14th, 1936

Mr. E. A. Collier
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

We do not wish to have the 10" cedar in front of the auto park at North Bend removed. If you approve and think advisable, curb may be put around the tree and a driveway constructed.

Mr. Otten will be in North Bend the first of the week and will look the situation over and make such recommendations as he thinks best.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock
George H. Otten

FORM 8-A-1 5M 1-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

May 13, 1936

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Re: North Bend Approach

Dear Sir:

There is a 10" cedar in front of the auto park at North Bend, which our plans for paving indicate is to remain in place and I believe that Mr. Simonson also spoke of this last year.

The man who rents this auto park from the City of North Bend is named McFarland and he requested that we remove the cedar tree in order to provide better vision for a Neon sign recently erected on the big old fir stump in front of his office. He stated that he had talked to the city officials of North Bend and they had told him it would be alright to have the tree removed.

I told Mr. McFarland that we would not remove the tree but that I would have Mr. Otten look at the tree on his next trip to that vicinity. Mr. McFarland then asked if we could arrange to construct the driveway partly on each side of this tree leaving an area around the tree inclosed by curb and I told him I thought we could do this and indicated to Coffey how to make a 12' driveway each side of the island around the cedar tree. The Port Orford Cedar tree has been trimmed in the past and is quite a shapely tree.

Very truly yours,

E. A. COLLIER
Division Engineer

NOTED
Highway Engineer

cc. R. H. Baldock
cc. Geo. Otten

EAC:AF

#1820+1821

141 C&E

May 5, 1936

Pacific Portland Cement Company,
701 Lewis Building,
Portland, Oregon.

Attention: C. J. Lair

Gentlemen:

Reference is made to your letter of May 4th concerning the S. S. Montague contracts for the construction of the approaches to the Coos Bay Bridge.

You are advised that this work consists to two contracts described as follows:

No. 1820 - N. approach to Coos Bay Bridhe on the Oregon Coast Highway in Coos County, 0.53 mile of grading, surfacing and bituminous macadam. Bond was furnished by the New Amsterdam Casualty Company for whom Seeley & Company who have offices in the Board of Trade Bldg., Portlnd, are resident agents. The amount of the bond is $60,034.60 and the completion date of the contract is July 31, 1936.

No. 1821 - S. Approach to Coos Bay Bridge on the Oregon Coast Highway in Coos County, 0.41 mile of regrading and paving. Bond furnished by the General Casualty Company of America, for whom Dooley & Company who have offices in the Board of Teade Bldg., Portland, are resident agents. The amount of the bond is $52,604.50 and the completion date of this contract is July 31, 1936.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

CABLE ADDRESS "GOLDENGATE"
WESTERN UNION CODE

PACIFIC
PORTLAND CEMENT COMPANY
MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND PLASTIC WATERPROOF PORTLAND CEMENT
Empire-Standard-Reno Hardwall Plaster and Gypsum Products

TRADE-MARKS

MAIN OFFICE, SAN FRANCISCO, CALIFORNIA
PORTLAND, OREGON
701 LEWIS BUILDING
ATWATER 6656

RECEIVED
MAY 5 1936
OREGON
STATE HIGHWAY COMMISSION

May 4, 1936.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

We would very much appreciate your giving us the following information on the job that S. S. Montague has for constructing the approaches to the Coos Bay Bridge:

Contract Number.

Name of Bonding Company.

Time set for completion.

Thanking you, we remain

Yours very truly,
PACIFIC PORTLAND CEMENT COMPANY.

By J. Sair

CL:VK

REFERRED TO
BY SECRETARY

REFERRED TO
Jm
BY SECRETARY

please do HBG

FORM 8-A-1 18819 13M 9-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

May 3, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

I am enclosing two prints of the Coos Bay Bridge Approach showing the final layout for the pavements, etc., please base your estimates on this layout both for grading and paving.

Information was lacking showing the exact details between Station 104 and 105. Will you kindly furnish the information concerning the curbs, etc., at that place when you send in the plans and specifications.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

FORM 8-A-1 5M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
APR 27 1936

April 25, 1936

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

NOTED
State Highway Engineer

ATTN: H. N. HACKETT

Dear Sir:

Plans for North Approach to Coos Bay Bridge dated January, 1936, show right of way on the east side of center line as 50 feet wide from station 55 to 47+31.7 = 12+70 to station 14+69.95. Right of way width shown north of station 55 as being 40 feet wide. The north approach project begins at station 54+01.7 at the north end.

The Loritan Investment Company have advised us that we have not acquired right of way to the widths indicated above and that their deed to us dated June 7, 1934, covers only 30 feet east of center line from station 54+01.7 to station 14+69.95. A map was prepared in March, 1934 showing property to be acquired from Loritan Investment Company. The right of way between the stations mentioned above is indicated on this map as 30 feet on east side of center line. We have a copy of the Loritan deed and on checking, find that it covers 30 feet on the east side of center line between the stations mentioned.

Please investigate status of this additional width of right of way. It is possible a subsequent deed was secured from Loritan. If not, such a deed should be acquired as we have cleared part of this land and will need at least part of it for slopes.

The contractor has practically finished clearing and will not need to grade on this section for probably two weeks and we would appreciate advice concerning this at your earliest convenience.

Should it be necessary to acquire additional right of way, a description could be easily prepared in the Salem office using the two maps mentioned above together with the description in the deed dated June 7th, 1934.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock
cc. V. H. Coffey

EAC:F

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
MAR 30 1936
OREGON
STATE HIGHWAY COM

IN YOUR REPLY PLEASE REFER TO
FILE No. Oregon F.A.P. 141-C

March 28, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the modified agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Tom

141-C

March 19, 1936

S. S. Montague
39 S. E. Salmon St.
Portland, Oregon

Dear Sir:

By express we are forwarding to you today a fully executed copy of contract no. 1820, awarded to you on February 7, 1936, for the 0.53 mile grading, surfacing, and bituminous macadamizing of the north approach to the Coos Bay Bridge on the Oregon Coast Highway in Coos County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By Secretary

DP

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 141-e

POST OFFICE BUILDING
PORTLAND, OREGON

March 16, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The project agreement estimate for the north approach of the Coos Bay Bridge on the Oregon Coast Highway, which you forwarded us March 6, 1936, shows the subtotal of new work as $30.00 too much, resulting in an increase of $33.00 in total cost.

We corrected this before forwarding, showing the total reduction as coming from State funds.

Federal Aid funds requested remain $33,593.34 and State funds become $21,444.72; total, $55,038.06.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

ro

141-C

March 10, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the North Approach, Coos Bay Bridge Section, F. A. Project No. 141-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 141-C

NORTH APPROACH, COOS BAY BRIDGE ON THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, March 6, 1936

SUMMARY OF COMPLETED FEDERAL AID WORK

Final Cost of Roadway..	$ 1,785.82
Federal Aid Paid on Roadway..	$ 1,075.96
Final Cost of Ferry Approach Trestle..	$ 42,994.91
Federal Aid Paid on Ferry Approach Trestle..	$ 26,755.73
Original Length of Project..	0.560 mile

NEW WORK

Roadwork

All Required		Clearing and Grubbing		$ 2,800.00
270	cu. yds.	Trench Excavation	$ 1.25	337.50
57,000	cu. yds.	Excavation, Single Classification	0.33	18,810.00
220	cu. yds.	Rock Embankment	3.60	792.00
107,000	yd. sta.	Overhaul	0.01	1,070.00
9,000	yd. mi.	Truck Haul	0.18	1,620.00
0.53	mile	Finishing Roadbed and Slopes	600.00	318.00
1,800	lin. ft.	Rounding Cutbanks	0.10	180.00
1,000	lin. ft.	9" Perforated Corr. Iron Pipe	1.27	1,270.00
100	lin. ft.	9" Corr. Iron Pipe	1.21	121.00
30	lin. ft.	12" Corr. Iron Pipe	1.52	45.60
210	lin. ft.	18" Corr. Iron Pipe	2.18	457.80
260	lin. ft.	18" Concrete Pipe	2.52	655.20
130	lin. ft.	Salvaging Culvert Pipe	0.75	97.50
2	only	Concrete Catch Basins	25.00	50.00
270	lin. ft.	Concrete Curbs	1.00	270.00
4,000	cu. yds.	Rock Sub-base	2.64	10,560.00
1,600	cu. yds.	1½" Rock in Base and Shoulders	2.75	4,400.00
500	cu. yds.	Filler	0.35	175.00
500	yd. mi.	Hauling Filler	0.20	100.00
200	M-Gal.	Sprinkling	2.00	400.00
700	cu. yds.	Mineral Aggregate in Place	5.15	3,605.00
50	tons	No. 3 Road Oil in Place	38.00	1,900.00
		Subtotal		$ 50,064.60
		10% Engr. & Cont.		5,006.46
		Total		$ 55,071.06

Length	0.529 mile
Cost per mile	$104,104.06

Federal Aid Funds Requested..	$ 33,593.34 (61%)
State Funds..	21,477.72
	$ 55,071.06

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

1.41 e3

March 5, 1936

The Soule Steel Company
1241 Linnton Road
Portland, Oregon

Attention: Mr. [illegible]

Gentlemen:

Reference is made to your letter of March 3rd, concerning the reinforcing steel required in connection with the S. S. Montague contract for the grading and paving of the South Approach to the Coos Bay Bridge.

The 4,500 pounds of steel mentioned in your letter apparently includes only the tie bars required at longitudinal joints. An additional 15,000 pounds of steel is required to reinforce the special pavement slabs at the south end of the Coos Bay Bridge, and at the north and south ends of the overcrossing structure at Station 100+78 to 102+39. The design for these special slabs appears on Sheet 2a of the plans.

In computing the quantities of steel for the special slabs at the ends of the structures mentioned above, the dimension "S" should be taken to be 15 feet, and the dimension "T" as 10 inches.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:KR

cc E. A. Collier
V. H. Coffey

FRANCISCO
LOS ANGELES

TELEPHONE
BEACON 5155

SOULÉ STEEL COMPANY
IRON AND STEEL PRODUCTS

1241 LINNTON ROAD PORTLAND

RECEIVED
MAR 5 1936
OREGON
STATE HIGHWAY COMMISSION

March 3, 1936.

Oregon State Highway Commission,
Salem, Oregon.

Attention Mr. Probert
Re - South Approach Coos Bay Bridge
S. S. Montague, General Contractor

Gentlemen:-

We have been awarded the contract for furnishing the reinforcing steel and dowel bars on the above project.

In making up our list of tie bars and reinforcement we can find only about 4500#. Your summary shows approximately 21,000# and we are at a loss to understand why we cannot check more closely with this amount. Will you please check this item and advise us what you find. Also we need the T dimension of the paving slabs at Station 100 plus 78.and 102 plus 39 to know the size and spacing of reinforcing steel to use.

Will you please advise us concerning the above at your earliest convenience, as the contractor is using this reinforcing steel material to make up full truckloads of materials he is shipping to the job with his own truck, and we do not want to disturb his plans by being unable to furnish this reinforcing steel as he asks for it.

Yours very truly,

SOULE' STEEL COMPANY,

E. W. Hussey
E. W. Hussey.

15' Lengths @ Br. Ends
10" Thickness of Pvt.

EWH:O

ie Bars and Reinforcement
S. Approach to Coos Bay Bridge

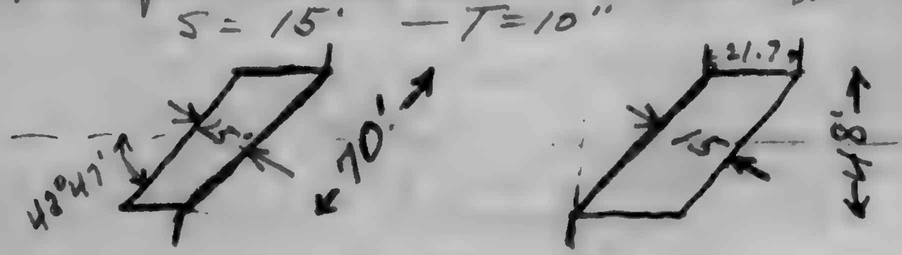
Panel @ S. end Coos Bay Bridge S = 15' T = 10"

3/4" φ "A" bars 133 × 15' = 1995 × 1.52 = 3,032
3/4" φ "B" bars 14 × 67' = 938 × 1.52 = 1426
1" φ "B" bars 3 × 67' = 201 × 2.7 = 543
Total @ Reif. Panel 5,001 lbs.

Tie Bars in Pvt. 87+34.3 to 90+25

87+34.3 to 89+30 = 196' × 5 = 990' × 0.86 774
89+30 to 90+25 = 95 × 4± = 380 × 0.86 327
90+25 to 100+78 = 1053 × 3 = 3159 × 0.86 2717
102+39 to 104+70.9 = 232 × 3 = 696 × 0.86 599
Allow @ intersection = 200' 200 × 0.86 172
4589 in road pvt.

2 Bridge Panels @ S.P. Over X-ing
S = 15' — T = 10"



Each Panel

3/4" φ "A" Bars - 95 × 21 = 1995 × 1.52 = 3032
3/4" φ "B" Bars - 14 × 70 = 980 × 1.52 1490
1" φ "B" Bars 3 × 70 = 210 × 2.7 567
5,089 lbs per panel
× 2
10,178 lbs.

5,001
4589
10178
Total 19,768 lbs. = net
1,232 allowance
21,000

FORM 9-A-1 5M 11-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
MAR 4 1936
OREGON
STATE HIGHWAY COMMISSION

141 C c

Mar. 3, 1936

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: GEO. OTTEN

Dear Sir:

Contractor Montague is rapidly completing the clearing for the approaches to the Coos Bay Bridge.

At the south end of the bridge an area is to be leveled up approximately 200 feet each side of the bridge. In this area there are about six large fir and spruce trees and standing just outside of the area indicated on the plans are one or two other large trees. Do you wish these trees cut? There are also a number of cedar and spruce trees eight or ten feet high and a large amount of huckleberry, salal and other typical native shrubbery.

At your early convenience I would like to inspect this with you or have you meet V. H. Coffey, Resident Engineer on this job. It is my thought that a considerable amount of this native shrubbery can be preserved and that it can be fitted in with the surrounding leveled off areas by slight variations from true grades.

At one time Mr. Skelton suggested that the large trees should be cut. Please advise at your early convenience.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock
cc. H. G. Smith
cc. O. S. Paxson

EAC:AF

NOTED
State Highway Engineer

141-C

March 3, 1936

Seeley & Co., General Agents
Board of Trade Building
Portland, Oregon

Attention: O. W. Davidson, President

Gentlemen:

This is to acknowledge your letter of February 28, enclosing your Power of Attorney in connection with the bond furnished by S. S. Montague, Contract No. 1820, North Approach to Coos Bay Bridge.

This Power of Attorney has been attached to the contract bond and the bond is now in order for execution by the Highway Commission.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

CABLE ADDRESS "SEECO"

Seeley & Co.

INSURANCE

GENERAL AGENTS AND MANAGERS

SAN FRANCISCO CALIF
130 SANSOME ST

LOS ANGELES CALIF
FIDELITY BLDG

PORTLAND, ORE.
BOARD OF TRADE BLDG.

SEATTLE, WASH
COLMAN BLDG

ADDRESS ALL COMMUNICATIONS TO THE COMPANY

[illegible]
FEB 29 1936

Portland, Oregon,
February 28, 1936.

OREGON STATE HIGHWAY COMMISSION,
Salem, Oregon.

ATTENTION - Mr. H.B.Glaisyer, Secy

Dear Mr. Glaisyer:

RE: S.S.MONTAGUE - Contract No.1820
covering construction of the North
Approach to Coos Bay Bridge

Referring to your letter of February 20th and to our later conversation over the telephone, I beg to enclose herewith special Power of Attorney authorizing the execution of this bond.

Thanking you for your courtesy, I remain

Yours very truly,

SEELEY & CO., General Agents,

By O.W. Davidson
President.

OWD/rrm
encls.

141-C

February 20, 1936

Mr. S. S. Montague
59 S. E. Salmon Street
Portland, Oregon

Dear Sir:

This acknowledges receipt of the contracts for the construction of the north and south approaches to the Coos Bay bridge and your letter of the 19th transmitting same.

These will be presented to the State Highway Commission for execution at the earliest opportunity. In the meantime, it will be necessary to hold your cashier's check submitted with your bid on the south approach, until such time as the contracts are fully executed and approved by the Attorney General. I anticipate that this will take about two weeks.

Very truly yours,

Secretary

HBC:MBL

S. S. MONTAGUE
39 S. E. SALMON STREET
PORTLAND, OREGON
EAst 3811

RECEIVED
FEB 20 1936
OREGON
STATE HIGHWAY COMMISSION

February 19, 1936

Mr. H. B. Glaisyer
Secretary of State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

I am returning to you today by express the four copies each of the contract for the North Approach to the Coos Bay Bridge, and for the South Approach to the Coos Bay Bridge. These contracts have been executed by me and by bonding companies, all of which, I trust, you will find in order.

I submitted a cashier's check for $2,650.00 with the bid on the South Approach. Please return this check to me as soon as it is released.

Yours very truly,

S S Montague

S. S. Montague

SSM:MS

recd

141-C

February 20, 1936

Seeley and Co., Agents
Board of Trade Building
Portland, Oregon

Attention: D. W. Davidson, Pres.

Gentlemen:

Reference is made to the S. S. Montague contract No. 1820, covering the construction of the North Approach to Coos Bay Bridge in Coos County, bond in connection with this contract signed by Mr. D. W. Davidson, Attorney in Fact.

You are advised that we are unable to secure approval of this bond by the State Insurance Commissioner, for the reason that Mr. Davidson is limited to contract bonds in the sum of $50,000 for the New Amsterdam Casualty Company.

Will you arrange to have Mr. Davidson's power of attorney raised, or advise us what disposition to make of this contract in order to secure approval of the bond.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CB

cc - S. S. Montague
39 S. E. Salmon
Portland, Oregon

FORM S-A-1 5M 1-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

141

February 13th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. S. S. Montague, Contractor
45 S. E. Salmon St.
Portland, Oregon

Dear Sir:

I am advised that the Coos Bay Bridge may be ready for traffic during the latter part of April. Therefore, it is very important that the contracts which you were awarded at the recent letting be expedited as much as possible. It will be greatly appreciated if you will start these contracts as soon as you can assemble your equipment and rush them as much as possible.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER
By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 9-A-1 5M 1-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

February 11th, 1936

Mr. E. A. Collier
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

In regard to the assignment of an engineer for the Coos Bay Bridge Approaches, if you do not feel that Roberts can handle this job in addition to his work at Reedsport, I would suggest that Transitman Coffey be promoted to Resident Engineer and assigned to the work. He has had considerable experience with concrete pavement and is about the only transitman available who has had experience with actual laying of pavement, etc. We have several transitmen who have had much experience laying pavement grades, but I do not believe they have had much time to familiarize themselves with the details of the construction itself.

Whitmore seems to have several competent men in his party who are familiar with their work and who have the education necessary for a transitman. Therefore, I would recommend one of these men be promoted, giving preference to college degree if their initiative and other experience are equal.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
FEB 11 1936
OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

February 7, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 141-E, south approach to Coos Bay Bridge on the Oregon Coast Highway, to S. S. Montague, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Kon

RECEIVED
FEB 11 1936
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

February 7, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid project 141-C, north approach to Coos Bay Bridge on the Oregon Coast Highway, to S. S. Montague, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Iron

141-C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 8 1936
OREGON

February 7, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of January 23, 1936, notifying you of our recommendation for approval of the P.S.& E. for Oregon Federal Aid Project No. 141-C.

We have been advised that since the extra width for 147 ft. at the bridge end has been provided for parking and a connection for the side road, it will not be necessary to show a segregation of quantities for the two widths of pavement on the contract estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

141-C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JAN 25 193
OREGON

January 23, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for reopening Oregon Federal Aid Project No. 141-C, the North Approach to Coos Bay Bridge, Oregon Coast Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

It is noted that the two different widths of bituminous macadam have not been separated on the estimate, and we are requesting advice as to whether this will be necessary on this project. We will advise you as soon as possible.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

141-C

January 22, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the North Approach, Coos Bay Bridge Section, Federal Aid Project No. 141-C.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department   Federal Aid Project No. 141-C

NORTH APPROACH, COOS BAY BRIDGE ON THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as basis for modified agreement.)

Salem, Oregon, January 22, 1936

SUMMARY OF COMPLETED FEDERAL AID WORK

Final Cost of Roadway	$ 1,785.82
Federal Aid Paid on Roadway	$ 1,075.96
Final Cost of Ferry Approach Trestle	$ 42,994.91
Federal Aid Paid on Ferry Approach Trestle	$ 26,755.73
Original Length of Project	0.560 mile

NEW WORK

Roadwork

All Required		Clearing and Grubbing		$ 900.00
270	cu. yds.	Trench Excavation	$ 1.00	270.00
57,000	cu. yds.	Excavation, Single Classif.	0.40	22,800.00
220	cu. yds.	Rock Embankment	1.00	220.00
107,000	yd. sta.	Overhaul	0.02	2,140.00
9,000	yd. mi.	Truck Haul	0.15	1,350.00
0.53	mile	Finishing Roadbed and Slopes	200.00	106.00
1,800	lin. ft.	Rounding Cutbanks	0.10	180.00
1,000	lin. ft.	9" Perforated Corr. Iron Pipe	1.00	1,000.00
100	lin. ft.	9" Corr. Iron Pipe	0.70	70.00
30	lin. ft.	12" Corr. Iron Pipe	1.50	45.00
210	lin. ft.	18" Corr. Iron Pipe	2.50	525.00
260	lin. ft.	18" Concrete Pipe	2.50	650.00
130	lin. ft.	Salvaging Culvert Pipe	0.70	91.00
2	only	Concrete Catch Basins	30.00	60.00
270	lin. ft.	Concrete Curbs	0.70	189.00
4,000	cu. yds.	Rock Sub-base	1.80	7,200.00
1,600	cu. yds.	1¼" Rock in Base & Shoulders	2.50	4,000.00
500	cu. yds.	Filler	0.50	250.00
500	yd. mi.	Hauling Filler	0.20	100.00
200	M-Gal.	Sprinkling	1.50	300.00
700	cu. yds.	Mineral Aggregate in Place	4.00	2,800.00
50	tons	No. 3 Road Oil in Place	30.00	1,500.00
		Subtotal		$ 46,746.00
		10% Engr. & Cont.		4,674.60
		Total		$ 51,420.60

Length	0.529 mile
Cost per mile	$ 97,203.40

Federal Aid Funds Requested..	$ 31,366.56
State Funds...	20,054.04
	$ 51,420.60

FORM 9-A-F 5M 11-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

Coast Project location data

Jan. 10, 1936

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

After your telephone call today we checked through our files and find that we sent to your office the Engineer's Estimate and Special Provisions for the South Approach to Coos Bay Bridge and North Approach to Coos Bay Bridge sections, Oregon Coast Highway.

The provisions and other location data for the South Approach were sent to your office Sept. 13th. On October 4th, and Nov. 12th, we sent additional information to be incorporated in the plans for this section.

On October 3rd, we sent you Engineer's Estimate, Special Provisions and location data for the North Approach to Coos Bay Bridge.

There evidently was some question about drainage on the North Approach section, which we believe you went over in the field with Mr. Collier about the middle of December. On December 17th, we sent you, along with a letter, a tracing showing corrections and additions that should be made on the location profile. Mr. Collier suggested that these changes be made in the drafting office at Salem. So far as we know all the information is in your office pertaining to these two jobs.

If you find that there is any information lacking, please advise.

Very truly yours,

PAUL VANSCOY
Acting Division Engineer

By CDC
C. D. Cannon
Office Engineer

cc. R. H. Baldock

CDC:AWF

FORM 5-A-1 5M 8-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

December 18, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

It is noted on the sketch for drainage North Approach to Coos Bay Bridge, that there is a one inch water pipe crossing the new line at Station 22+70, which will have to be taken up and relaid. This pipe must be private property and probably has been in place for some time. In any event, we do not have any record of a permit being issued allowing the placement of said water pipe across and under the highway. If this pipe is privately owned, the expense of removing and relaying the pipe should be born by the owner.

It will also be necessary for the owner to procure a permit for placing this pipe.

We would like to definitely advise the contractor in the specifications that the owner will take care of said pipe, therefore the owner should be contacted at your earliest convenience and this office advised as to whatever arrangements the owner will make.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H.Baldock ✓

FORM 9-A-1 6M 9-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

141

Dec. 17, 1935

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: HL G. SMITH

Dear Sir:

After our inspection of proposed drainage at the north end of the Coos Bay bridge, some revisions are necessary.

Attached hereto you will find a sketch on henskin showing drainage proposed. These corrections and additions should be made to the profile and chart previously sent and as I presume this is in the drafting room and near completion, suggest this sketch be sent on in at once.

In order to protect the fill at the end of the bridge which runs down into the bay it will be necessary to place 200 cubic yards of riprap. Suitable sandstone riprap is available about eight miles up Coos River and suitable basalt rock is available seven miles up Kentuck Slough. Please have totals corrected for culvert pipe, drainage excavation, salvaging culverts, perforated pipe.

With regard to the temporary approach fill at the north end of Coos Bay bridge I believe the special provisions as I have written them will cover construction of an approach along the east side of the fill from the bridge to approximately the location of the road to the concrete mixer where this approach road can join in with the present oil.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock
cc. S. H. Probert

EAC:AWF

NOTED

FORM 5-2-1 22374 1500 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

141e

June 22, 1935.

Mr. E. A. Collier
Division Engineer
State Highway Department
Roseburg, Oregon.

Dear Sir:

In reply to your letter of June 12, concerning the approach grading around the Coos Bay Bridge, we can advise as follows:

It will be necessary to place a fill inside of the plaza to approximately the same elevation as the fill on the outside. A variation of two or three feet would not be a serious matter but the differencein height of fill should not be more than that.

We will proceed to clean up the site, backfill the column excavation and do the other miscellaneous work as soon as we have a definite date for the commencement of the approach grading. We do not, however, want to do this work ahead of time as it would probably have to be done over again if left open too long.

The railroad company have already moved their signal wires at the ends of the North Bend overcrossing but the Western Union and railroad telegraph lines are still in their original position. We have made no arrangement with the railroad for the adjustment of these wires, and since you can give them a better idea of the time available for doing this work, we will leave the notification of the railroad company to you. The material may be hauled across the North Bend Overcrossing at any time after June 30th.

Very truly yours,

C. B. McCullough
Bridge Engineer

cc Mr. Baldock
Mr. Archibald

CONTRACT# [redacted] 18N SEE: CONTRACT# 1642

12

1821 SEE: Contract 1642

CONTRACT 1822, 1823

WPSO 282 Merrill-Calif. & Malin-Calif. 1936
1822 Line Sec., Merrill-Hatfield
1823 Co. Road Bridges

FORM 5-A-1 10M 1937

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

WTTA. 22

July 26, 1938

IN REPLY PLEASE REFER TO FILE NO.

Hon. Geo. D. Grizzle
County Judge of Klamath County
Klamath Falls, Oregon

Dear Sir:

According to action taken by the State Highway Commission at its meeting July 21, 1938, your County will be relieved of any obligation in connection with the construction of the Merrill-Hatfield County Road Project. This decision was made upon consideration of the fact that the Merrill-Hatfield Road was adopted in 1937 as a Secondary State Highway, and, therefore, placed under the jurisdiction of the Commission.

This will be your authority, therefore, to destroy the two copies of the bill of May 7, 1938, in the amount of $2,064.86 and consider the agreement with your County dated February 8, 1936, as fully complied with.

Very truly yours,

State Highway Engineer

J 123

R.V. Hollenberg ✓

FORM 227 10088

ORE . STATE HIGHWAY COMMI

CREDIT MEMORANDUM

SALEM, OREGON. June 16, 1938

To Klamath County,

Klamath Falls, Oregon.

WE TODAY CREDIT YOUR ACCOUNT AS FOLLOWS:

Items to be deducted from the State's bill for the construction of the Merrill-Hatfield County Road:

18-inch concrete pipe, 15 lin. ft. at $2.00- - -	$ 30.00
Force account, removing old crusher plant - - -	42.34
	$ 82.34

J-121

CREDIT MEMO

3/4" - ¼" " " "	3,278.8	" "	"	2.00	6,557.60
¼" - 0" " " "	1,894.1	" "	"	2.00	3,788.20
Sprinkling	1,073	M-gals.	"	1.00	1,073.00
Mineral aggregate in place	1,790	cu. yds.	"	3.00	5,370.00
No. 3 road oil in place	72.89	tons	"	23.00	1,676.47
Cutback asphalt " "	72.8	"	"	24.00	1,747.20
Force account, resloping U. S. R. S. canal section					108.67
" " grouting riprapped gutters					111.82
" " removing old crusher plant foundations					42.34
Sub-total, payment to contractor..................					$69,286.53
Construction engineering..............................					4,038.73
Building right of way fence along easterly margin of U. S. R. S. canal on property of Ivon Buell..................					211.55
Seeding berms and borrow pits..........................					216.26
Total cost of project..............................					$73,753.07

Salem, [illegible], 193

Klamath County,

Klamath Falls, Oregon.

To OREGON STATE HIGHWAY COMMISSION, Dr.

Invoice No.

Our Order No.

To reimburse the State for those items of expense in connection with the grading, surfacing, oiling and bridges on the Merrill-California State Line Section of the Merrill-Hatfield County Road, for which no Federal Government funds are available, as per Agreement of February 8, 1936.

Cost of grading, surfacing and oiling as per attached statement..........	$ 73,753.07
Cost of bridges as per attached statement..........	12,555.79
Total cost of project..........	$ 86,308.86
Collected from Federal Government..........	84,244.00
Balance due the State..........	$ 2,064.86
6/16 Cr. Memo	82.34
	1,982.52

County Coop. 218-1012 - $2,002.07
218-1013 - 62.79

J. 118

3/4" - ½" " " "	3,278.8	" "	"	2.00	6,557.60
½" - 0" " " "	1,894.1	" "	"	2.00	3,788.20
Sprinkling	1,073	M-gals.	"	1.00	1,073.00
Mineral aggregate in place	1,790	cu. yds.	"	3.00	5,370.00
No. 3 road oil in place	72.89	tons	"	23.00	1,676.47
Cutback asphalt " "	72.8	"	"	24.00	1,747.20
Force account, resloping U. S. R. S. canal section					108.67
" " grouting riprapped gutters					111.82
" " removing old crusher plant foundations					42.34
Sub-total, payment to contractor..........					$69,286.53
Construction engineering..........					4,038.73
Building right of way fence along easterly margin of U. S. R. S. canal on property of Ivon Buell..........					211.55
Seeding berms and borrow pits..........					216.26
Total cost of project..........					$73,753.07

OREGON STATE HIGHWAY COMMISSION

Statement of Final Construction Cost

Grading, Surfacing and Oiling, Merrill-California Line Section

State Contract No. 1822 — 2.5 miles in project

Contract Items:

Clearing and grubbing	100%	lump sum			$ 2,000.00
Trench excavation	2,855.3	cu. yds.	at $	0.40	1,142.12
Excavation, single classification	81,789.8	" "	"	.22	17,993.76
Overhaul	20,367.6	yd. sta.	"	.02	407.35
Truck haul	12,590.9	yd. mi.	"	.20	2,518.18
Finishing roadbed and slopes	2.49	miles	"	1,000.00	2,490.00
18" concrete pipe	321	lin. ft.	"	2.00	642.00
30" " "	210	" "	"	5.50	1,155.00
18" corrugated iron siphon pipe	288	" "	"	2.75	792.00
24" " " " "	378	" "	"	4.00	1,512.00
36" " " " "	130	" "	"	7.00	910.00
Salvaging 24" pipe	62	" "	"	1.00	62.00
Class "A" concrete	39.1	cu. yds.	"	27.00	1,055.70
Riprap	81.93	" "	"	2.00	163.86
Lumber and timber	6.708	M-FBM	"	90.00	603.72
4½" - 2" rock in surfacing	8,535.3	cu. yds.	"	1.80	15,363.54
3/4" - ½" " " "	3,278.8	" "	"	2.00	6,557.60
½" - 0" " " "	1,894.1	" "	"	2.00	3,788.20
Sprinkling	1,073	M-gals.	"	1.00	1,073.00
Mineral aggregate in place	1,790	cu. yds.	"	3.00	5,370.00
No. 3 road oil in place	72.89	tons	"	23.00	1,676.47
Cutback asphalt " "	72.8	"	"	24.00	1,747.20
Force account, resloping U. S. R. S. canal section					108.67
" " grouting riprapped gutters					111.82
" " removing old crusher plant foundations					42.34
Sub-total, payment to contractor..................					$69,286.53
Construction engineering..					4,038.73
Building right of way fence along easterly margin of U. S. R. S. canal on property of Ivon Buell................					211.55
Seeding berms and borrow pits..................................					216.26
Total cost of project.............................					$73,753.07

OREGON STATE HIGHWAY COMMISSION

Statement of Final Construction Cost

Bridges on the Merrill-Hatfield County Road

State Contract No. 1823

Canal "J" Bridge

Excavation	145.4	cu. yds.	at	$ 3.00	$ 436.20
Treated trestle piling	1,157	lin. ft.	"	1.20	1,388.40
Treated lumber in bridge	19.553	M-FBM	"	90.00	1,759.77
Class "D" concrete	54.13	cu. yds.	"	25.00	1,353.25
Metal reinforcement	14,561	lbs.	"	.06	873.66
Composite handrail	185.2	lin. ft.	"	4.00	740.80
Cement adjustment	-13.25	bbl.	"	2.65	-35.11

Laminated Culvert

Excavation	299.4	cu. yds.	"	3.00	898.20
Treated lumber in culvert	43.904	M-FBM	"	85.00	3,731.84
Untreated lumber	.164	"	"	55.00	9.02

Farm Approach Bridge

Excavation	7.4	cu. yds.	"	3.00	22.20
Untreated trestle piling	175.3	lin. ft.	"	.85	149.01
Untreated lumber	6.579	M-FBM	"	55.00	361.85

Sub-total, payment to contractor...............	$11,689.09
Construction engineering..	855.97
Curb markers..	10.73
Total cost of project...........................	$12,555.79

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
FOR FILING
2 X 2

July 14, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. Frank B. Howard
County Engineer
Klamath Falls, Oregon

Dear Sir:

I will present your letter of July 12 to the Highway Commission at their meeting on July 21, in view of your explanation of the situation and the fact that this highway has been taken into the state system. After the Commission has taken action in the matter, will again advise you.

Very truly yours,

RHBaldock
State Highway Engineer

RHB:MBL

cc - H. B. Glaisyer

OFFICE OF
KLAMATH COUNTY ENGINEER
FRANK Z. HOWARD, COUNTY ENGINEER
KLAMATH FALLS, OREGON

July 12, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Dear Sir:

Re " Statement of Final Construction Cost for Grading, Surfacing and Oiling, Merrill-California Line Section of the Dalles-California Highway."

This matter has been given further study by the Klamath County Court, and I have been instructed to write you the Court's viewpoint in the matter.

No such expenditure was contemplated by the County at budget making time last fall, and as $2,000.00 makes quite a dent in the county road budget, the Court feels that if the County is forced to pay this, it cannot do so until another year.

Also, the Court feels that inasmuch as this road was taken into the Secondary Highway System immediately after completion, and inasmuch as the County has already made an expenditure of approximately $10,000.00 on right-of-way and fencing on this job, it will only be fair and just if some state highway fund should absorb the balance.

My own opinion, however, is, that inasmuch as the contract entered into by the County and the State regarding expenditures on the Merrill-Hatfield road, called for a total estimated expenditure of $86,000.00, the Court would be willing to immediately take care of the balance over and above that amount.

Very truly yours,
Frank Z. Howard
County Engineer.

FZH:fs

REFERRED TO
[illegible]
By State Highway Engineer

See me about this

RECEIVED

November 3, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of September 30th, concerning overruns of time in completing the work under Contracts Nos. 1822 and 1823, on the Merrill-California Line Section, Project No. WPSO 282-A.

The specified date of completion for Contract No. 1823 was July 31, 1936, and, according to our records, the work was completed on July 30, 1936, which indicates the work was completed within the specified time.

With reference to Contract 1822, this work involved two sections of highway, but only one of which was a Federal Aid project. All of the work on the Federal Aid project was completed on September 30, 1937, this information being submitted to your office by telegram from C. C. Kelley, Resident Engineer, on October 7, 1936. The small amount of work remaining to be done after September 30, 1937, was all on the Merrill-Hatfield Section, which was the State project. Through an oversight, the time extension for the few additional days required to complete the State project was never completely executed, but the final voucher was submitted for Project No. WPSO 282-A, since that work was completed within the specified time, and it was accordingly our thought that the extension for the work on the State project would not be necessary in connection with the Federal Aid project.

We hope that this explanation will make it possible for final payment on Project No. WPSO 282 to be made without the delay of completing the time extension.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 13 1937
STATE HI

October 12, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to your letter of September 4, stating that form Emp. 32 for Oregon U. S. Works Program Highway Project WPSO 234-B, Oak Hill-Doty Ranch Section of the Eugene-Veneta Highway, would be submitted soon. We have not yet received the forms, and request that they be submitted as soon as possible in order to avoid delay in payment of the final voucher.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Hwy. Engineer

1218-G

WESTERN UNION

LETTER		URG
SERIAL		DEFER
NIGHT MESSAGE		NIGHT LE
NIGHT LETTER		SHIP RADIOGRA

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCT'G INFMN.

TIME FILED

1936

Send the following message, subject to the terms on back hereof, which are hereby agreed to

October 7 1936

To W. H. Lynch

Street and No. U.S. Bureau of Public Roads

Place Portland Oregon

Work on WPSO 282 completed September 30. Employment 50.

C. C. Kelley

Confirmation Copy
to - W. E. Chandler
- R. H. Baldock

Sender's address for reference

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

469
Sender's telephone number

7/31/36

We presume that extensions were granted by the highway commission, but the customary excerpts from the commission's minutes did not accompany the voucher. Will you please furnish us with four copies of the excerpts for submitting with the voucher?

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

Final Estimate

#1822 - 0.715

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 1 - 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

September 30, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Our records indicate that there was an overrun of seven days in the contract time on your contract No. 1822 and an overrun of one day on contract No. 1823, both of which contracts were for construction of Oregon U. S. Works Program Highway project WPSO 282-A, Merrill to the California line.

Completed 9/30/36

Completed 7/30/36

Time Limit - 7/31/36

We presume that extensions were granted by the highway commission, but the customary excerpts from the commission's minutes did not accompany the voucher. Will you please furnish us with four copies of the excerpts for submitting with the voucher?

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

#1822 - Final Estimate O.7 15-

#1822 ×

PAUL RUTHERFORD,
VICE PRESIDENT AND GENERAL MANAGER

JAS L D KEARNEY,
PRESIDENT

282

Hartford Accident and Indemnity Company

JOY LICHTENSTEIN
VICE-PRESIDENT

A. C. POSEY
ASSISTANT MANAGER

Pacific Department
Hartford Building
San Francisco, California

OREGON SERVICE OFFICE
319 S.W. WASHINGTON STREET
PORTLAND, OREGON

1 1936

September 29, 1936

Oregon State Highway Commission,
Salem,Oregon.

Gentlemen:

The Hartford Accident and Indemnity Company as surety on bond No. 1421166 on behalf of Dunn and Baker consent to an extension of time to October 15, 1936,on Contract No. 1822 for the grading, surfacing and oiling 2.5 miles of the Merrill-California Line Section of the Merrill-Hatfield County Road.

Very truly yours

HARTFORD ACCIDENT AND INDEMNITY
COMPANY

By M. E. Newton
M.E.Newton, Its Attorney in Fact.

n

#1822

September 26, 1936

Dunn & Baker,
Klamath Falls, Oregon.

Dear Sirs:

Receipt is acknowledged of your letter of September 23rd requesting an extension of time to October 15th on your contract No. 1822 - Merrill-California Line and Malin-California Line Section.

You are advised that before your application can be accepted and acted upon it will be necessary to have the written consent of your surety on the bond furnished in connection with the contract. Please secure the consent of surety and forward it to this office.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

cc to W. E. Chandler.

mMr. Chandler:

Copy of their letter is attached hereto. Please advise of your recommendations. Mr. Smith suggests that the Bureau's portion be finished by Sept, 30th which is the date of completion as they have practically stopped recommending extens'ons of time.

H. B. Glaisyer.

File - Extension not necessary as contract was completed within limit
J. McF

J. M. BAKER, SECRETARY

DUNN & BAKER
INCORPORATED
GENERAL CONTRACTORS

KLAMATH FALLS, OREGON

RECEIVED
SEP 24 1936
OREGON

Sept. 23, 1936

Oregon State Highway Department,
Salem, Oregon

Attention Mr. R. H. Baldock,

Dear Sir:

We have completed the oiling on the Merrill-Hatfield Section and The Malin-California Line Section, however, there is considerable grading and preparation work to be done in Merrill in connection with the extension of this contract. It will be impossible to entirely finish the contract by Sept. 30th. I would, therefore, suggest an extension of time to October 15th, would be ample for the work involved, as we are having the most beautiful oiling weather of the whole season and I have no doubt we will be able to find nice warm days for the small amount of oiling which will be required in Merrill.

The final seal will be placed on the Harold Blake contract and the Olene and Dairy Railroad Crossing Jobs before Sept. 30th, leaving only the work within the town of Merrill.

Respectfully yours,
DUNN & BAKER
By,

CAD:kb

FORM 8-2-4 1M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
SEP 28 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

772

September 27th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

More information is requested concerning Price Agreement #1 on the Malin-California Line Section. This calls for furnishing asphalt for sealing SC-6; whereas, the Standard Oil bills accompanying the order make mention of RC-3, and the specifications provide that the sealing be done with RC-3 which is the standard used in this department for sealing purposes.

If SC-6 was used for sealing, please advise your authority for making this change as unless we have received prior authorization from the Bureau the price agreement cannot be paid and the entire job may be rejected.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

P.S. I am attaching the Price Agreement and the bills of the Standard Oil Company for your information. Please return to this office with your reply.

H.G.S.

RECEIVED
JUN 20 1938
FOR [illegible]

2x2

June 17, 1938

Mr. Frank Z. Howard
County Engineer
Klamath Falls, Oregon

Dear Sir:

Reply is made to your letter of June 8th, regarding the statement recently sent to the Klamath County Court claiming reimbursement for those items in the contracts for the improvement of the Merrill-Hatfield County Road, which were disallowed by the Government.

Attached hereto is an itemized statement of the amounts not eligible for Federal participation. The contract items disallowed were at the north end of the project at the intersection with The Dalles-California Highway. This portion, being within the roadway limits of the other highway, was considered as not eligible as a Federal Secondary Project, although the construction of the road intersection was a necessary part of the State's contract. The force account items were not approved by the Bureau, and, therefore, were left out of the Federal voucher. This was also the case with the state force work, building right of way fence and seeding berms. The items deducted from construction engineering included rental of state equipment, gasoline tax and the 10 per cent handling expense charged by the State Equipment Department on all materials sold to the project out of stock. The Bureau will not cooperate on these items.

When reviewing the various charges in these bills, there were two instances where your county was billed in error. One instance was for the 15 feet of 18-inch concrete pipe amounting to $30.00. It was found that this pipe was actually installed on The Dalles-California Highway, although listed by the Engineer as belonging to the county road section. The other instance is the force account charge of $42.34 for removing the old crushed plant. A credit memorandum is attached hereto which will reduce your county obligation to $1,992.52.

Very truly yours,

State Highway Engineer

Encl.

cc. R V. Hollenberg

10582 1500 8-34

ORE STATE HIGHWAY COMMI N

CREDIT MEMORANDUM

SALEM, OREGON, June 16, 1938

To Klamath County,

Klamath Falls, Oregon.

WE TODAY CREDIT YOUR ACCOUNT AS FOLLOWS:

Items to be deducted from the State's bill for the construction of the Merrill-Hatfield County Road:

18-inch concrete pipe, 15 lin. ft. at $2.00- - -	$ 30.00
Force account, removing old crusher plant - - -	42.34
	$ 82.34

CREDIT MEMO

Force account, resloping USRS canal section	
" " grouting riprapped gutters	111.82
" " removing old crusher plant	42.34
Contract items..............	$1,217.40
Construction engineering ($4,038.73 - $3,693.32)......................	345.41
Building right of way fence along easterly margin of USRS canal on property of Ivon Buell.................	211.55
Seeding berms and borrow pits (pro-rated).........................	216.26
Sub-total, items on Contract 1822	$1,990.62

Contract No. 1823, Bridges:

Construction engineering ($855.97 - $783.45).........................	$ 71.66
Curb markers ($10.73 - $8.15)..	2.58
Sub-total, items on Contract 1823	$ 74.23
Total of all items not paid by Government.	$2,064.86

OREGON STATE HIGHWAY COMMISSION

Statement of Construction Items Not Paid by the Federal Government on the Merrill-Hatfield County Road

Contract No. 1822, Grading, Surfacing and Oiling:

Trench excavation	1.6	cu. yds.	at	$ 0.40	$ 0.64
Excavation, single classification	711.6	" "	"	0.22	156.55
Finishing roadbed and slopes	.05	mile	"	1,000.00	50.00
18-inch concrete pipe	15	lin. ft.	"	2.00	30.00
4½" - 2" rock in surfacing	170	cu. yds.	"	1.80	306.00
3/4" - ¼" rock in surfacing	68.8	" "	"	2.00	137.60
¼" - 0" rock in surfacing	38.1	" "	"	2.00	76.20
Sprinkling	23	M-gals.	"	1.00	23.00
Mineral aggregate in place	35	cu. yds.	"	3.00	105.00
No. 3 road oil in place	1.46	tons	"	23.00	33.58
Cutback asphalt in place	1.50	"	"	24.00	36.00
Force account, resloping USRS Canal section					108.67
" " grouting riprapped gutters					111.82
" " removing old crusher plant					42.34
Contract items..............					$1,217.40

Construction engineering ($4,038.73 - $3,693.32)......................	345.41
Building right of way fence along easterly margin of USRS canal on property of Ivon Buall..................	211.55
Seeding berms and borrow pits (pro-rated)..........................	216.26
Sub-total, items on Contract 1822	$1,990.62

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Construction engineering ($855.97 - $783.45)........................	$ 71.66
Curb markers ($10.73 - $8.15)......................................	2.58
Sub-total, items on Contract 1823	$ 74.23
Total of all items not paid by Government.	$2,064.86

REFERRED TO
Mr. Probert
By State Highway Engineer

Please prepare a reply.

[illegible]EIVED

OFFICE OF
LAMATH COUNTY ENGINEER
FRANK Z. HOWARD, COUNTY ENGINEER
KLAMATH FALLS, OREGON

June 8, 1938

ck
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e time the Klamath County Court has " Statement of Final Construction Cost rfacing and Oiling, Merrill-California Line Section of the Dalles-California Highway," submitted by the Highway Commission. The statement shows a sum of $2,064.86 owing the State, which is probably for items for which there are no federal funds available.

The Court is requesting that amounts not paid for by the Bureau, be itemized.

Very truly yours,
Frank Z. Howard
County Engineer.

RECEIVED

OFFICE OF
KLAMATH COUNTY ENGINEER
FRANK Z. HOWARD, COUNTY ENGINEER
KLAMATH FALLS, OREGON

June 8, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

For some time the Klamath County Court has been studying a " Statement of Final Construction Cost for Grading, Surfacing and Oiling, Merrill-California Line Section of the Dalles-California Highway," submitted by the Highway Commission. The statement shows a sum of $2,064.86 owing the State, which is probably for items for which there are no federal funds available.

The Court is requesting that amounts not paid for by the Bureau, be itemized.

Very truly yours,

Frank Z. Howard
County Engineer.

RECEIVED
JUN 7 1938

282

June 6, 1938

Mae K. Short, County Clerk
Klamath County
Klamath Falls, Oregon

Dear Madam:

Responding to your request of May 31, 1938, I am handing you herewith a copy of the agreement between Klamath County Court and the State Highway Commission relative to the construction of the Hatfield Road in Klamath County.

Very truly yours,

HBG:AM Secretary

MAE K. SHORT, CLERK

OFFICE OF
County Clerk of Klamath County
KLAMATH FALLS, OREGON

RECEIVED
JUN 2 - 1938
OREGON
STATE HIGHWAY COMMISSION

May 31, 1938

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We should like to secure another copy of the agreement between the Klamath County Court and the State Highway Commission relative to the construction of the Hatfield Road in this county. Said contract or agreement was dated February 8, 1936.

Will it be possible for you to supply us with this copy for our files?

Yours very truly,
Mae K. Short
Klamath County Clerk

By
Deputy

vs

RECEIVED
MAR 1 1937
FOR FILING
282

February 27, 1937

Hartford Accident & Indemnity Company
L. M. Miller, Agent
Spalding Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1822 for the construction of the Merrill-California Line and Malin-California Line Sections of the Merrill-Hatfield County Road and The Dalles-California Highways in Klamath County has been completed by the contractor, Dunn & Baker, and that final settlement will be made by the State with said contractor for work done under this contract, on or after March 9, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information, we wish to advise that the total amount paid the above contractor in connection with this contract will be $95,214.09, including the final payment. Of this amount $262.83 was for force account.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

#1822

RECEIVED
FEB 6 1937
FOR FILING
282

February 5, 1937

Mr. G. Neubert, Surety Dept.
Hartford Accident & Indemnity Co.
Hartford Building
San Francisco, California

Dear Sir:

Reference is made to your letter of February 2 concerning the Dunn & Baker contract No. 1822, Merrill California Line and Malin California Line Section in Klamath County.

You are advised that final payment has not yet been made on this contract. Total amount paid to date is $92,468.84. Retained percentage is $2,859.86.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JMcCE

#1822

R M BISSELL,
CHAIRMAN BOARD OF DIRECTORS

PAUL RUTHERFORD
VICE PRESIDENT AND GENERAL MANAGER

JAS. L. D. KEARNEY,
PRESIDENT

Hartford Accident and Indemnity Company

Pacific Department
Hartford Building
San Francisco, California

JOY LICHTENSTEIN
VICE-PRESIDENT

A. C. POSEY
ASSISTANT MANAGER

FIDELITY AND SURETY DEPARTMENT
HAROLD BISHOPP, SUPERINTENDENT

RECEIVED
FEB 4 1937
OREGON
STATE HIGHWAY COMMISSION

February 2, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

BOND NO. 1421166 - DUNN & BAKER to STATE OF OREGON Contract #1822 for construction of Merrill California Line and Malin California Line Sections of Merrill Hatfield County Road and the Dalles California Highway

Will you please advise the total amount of the contract price on the above captioned job which we understand has been completed and accepted.

Very truly yours,

G. Neubert

G. NEUBERT
Surety Department

B:GN

E- $95,328.70
R- $2,859.86
Pd- $92,468.84

EFER
BY SECR

please prepare answer

FORM 5-A-1 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 2 1937
FOR FILING

282

January 29, 1937

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

With reference to the work performed in the City of Merrill by Dunn & Baker in connection with their contract on the Merrill-California Line Project, the first proposal was presented by Wm. E. Chandler, Division Engineer, on April 1, 1936, after a consultation with Mr. Tom Laird of Merrill. The proposal, a tentative plan whereby the work was to be performed as a cooperative project, the State assuming part of the expense and the balance to be paid for by property owners along the two blocks included in the project, was presented to the Commission on August 5, 1936 and the work authorized with the proviso that the State's share was not to exceed $2,000.00.

Under the final agreement, the project was segregated into five units, the work on one unit to be paid for by the State, within the limits set by the Commission, under a price agreement with Dunn & Baker in connection with their regular contract. The remaining four units to be sponsored and paid for by direct agreement between the interested property owners and Dunn & Baker.

The contractor was authorized by wire, on September 11, 1936, to proceed with the work. The project was completed on October 15, 1936. The total cost of the project was $6,287.39, of which total the State paid $1,867.50.

Very truly yours,

S. H. Probert
Office Engineer

Dict. by M. H. Milner/GS

cc Mr. H. B. Glaisyer

NOTED
H. B. GLAISYER

#1822

RECEIVED
JAN 14 1937
FOR FILING
282

January 13, 1937

Hartford Accident & Indemnity Company,
L. M. Miller, Agent,
Spalding Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Dunn & Baker on Contract No. 1822, for the construction of the Merrill-California Line and the Malin-California Line Sections of the Merrill-Hatfield County Road and The Dalles-California Highway in Klamath County. This payment will be made on or after January 25, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

x

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

December 9, 1936

282

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPSO 282, Merrill-California Line Section, Merrill-Hatfield Road, Klamath County, was made by a representative of this office on November 18, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

NOV 24 1936

282

November 23, 1936

~~Mr. W. H. Lynch~~
~~District Engineer~~
~~U. S. Bureau of Public Roads~~
~~Portland, Oregon.~~

Dear Sir:

We recently submitted to your office Form Emp. 32 "Statement of E Employment, Materials and Equipment Purchased" covering Contract 1822 WPSO 282.

We find upon receiving the instructions that the forms should accompany the Semi - final Estimate and that the quantities and costs should be segregated according to the class of project.

Kindly return the forms for correction.

Yours truly,

C. C. Kelley
Res. Engr.

cc: Mr. W. E. Chandler
Mr. S. H. Probert ✓

C
O
P
Y 282

RECEIVED

November 23, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We are forwarding to you herewith Equipment Department Order for fencing, gates, posts, nails etc., for Geary cinder pit M. P. 8.3 Klamath Lake Secondary Highway, approved State Force Work Order 118-1015 - and stock pile site M. P. 299.2 The Dalles California Highway approved State Force Work Order 218-1012 and stock pile site Klamath Falls-Weed Highway State Force Work Order 118-1014.-205-C
282E

We are also enclosing itemized proposals from the Swan Lake Moulding Company, Big Basin Lumber Company, Home Lumber and Supply Company.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

rms/e
encls.

Form 280—5M—3-34

OR N STATE HIGHWAY COMMISSION

1936

282

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 24, 1936

Section Merrill- Cal. Line Malin- Cal. Line

Kind of work Grading, Surfacing & Oiling

Highway Merrill-Hatfield Co. Rd.& The Dalles-Cal.

Section prefix 218-1012

Contractor Dunn & Baker

Contract number 1822 /P30 282

Date of contract February 7, 1936

Date of completion Sept. 30 Ext'd to Oct. 15, 1936

Date work started March 4, 1936

Estimated date of completion October 15, 1936

Amount of contract $97,528.00

Per cent of time elapsed 100%

Estimated cost of completed project, exclusive of engineering $93,726.00

Per cent of contract completed, based on total contract price 100%

Engineering costs to date, $4500.00, 4.8%

Date project was completed October 15, 1936

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contract work including extension of the contract to cover work in the City of Merrill was completed on October 15th.

The work on Merrill streets financed in whole by property owners was completed on the 19th.

Seeding operations by State forces are now in progress

This report is FINAL

1936

Signed Kelley

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.5	5.36		5.36	
Miles partially completed	2.5	5.36		5.36	
Miles completed	2.5	5.36		5.36	
Total estimated quantities	78,250	16,100	3500	3000	
Estimated quantities moved or placed to date	78,250	16,100	3500	3000	
Average daily quantities	0	0	0	0	
Average daily quantities necessary to complete project on time Ext'd to Oct 1,th	0	0	0	0	
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	Cool		
Thursday	Fair		
Friday	"		
Saturday	"		

FORM 8-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

282

October 13, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. C. C. Kelley,
Resident Engineer,
Klamath Falls, Ore.

NOTED
State Highway Engineer

Dear Sir:

In regard to the requisition for seed to be used in connection with the Merrill-Hatfield and Klamath Falls-Midland projects, wish to advise that the State Force Orders were approved some time ago. However, no requisitions ever reached this office nor do we find any record of them.

We have made the requisitions out in this office and have started them thru and the order should be received in the near future. In all cases of this nature, where material or supplies are to be used in connection with State Force work, especially where the material is needed to complete the project within a specified time for one reason or another, the requisition should accompany the Force Order. When handled in this manner, the requisition will be placed in line for purchase just as soon as the Force Order has been approved.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock ✓
W. E. Chandler

FORM S-S-1 1500 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

287

September 24, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

NOTED
State Highway Engineer

We are submitting herewith for your approval, three copies of sub-contract between Harold Blake and Dunn and Baker, covering completion of final seal coat on the Klamath Falls-Midland Section of the Klamath Falls-Weed Highway, Contract No. 1832.

Very truly yours,

Wm. E. CHANDLER
DIVISION ENGINEER

wec/c
encls.

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER	☒	DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON
SEPTEMBER 11, 1936

DUNN & BAKER
KLAMATH FALLS, OREGON

THIS IS YOUR AUTHORITY TO PROCEED WITH WORK IN CITY OF MERRILL COVERED BY PRICE AGREEMENT NUMBER ONE CONTRACT NUMBER 1822 AMOUNTING TO TWO THOUSAND DOLLARS STOP PAYMENT FOR SAME WILL BE MADE BY STATE STOP ANY OTHER WORK YOU MAY DO OUTSIDE LIMITS OF ORIGINAL CONTRACT MUST BE BY AGREEMENT BETWEEN YOURSELVES AND CITY OF MERRILL OR PRIVATE INDIVIDUALS AND YOU MUST LOOK TO THEM FOR COMPENSATION

R. H. BALDOCK

#1823

282

September 11, 1936

Hartford Accident & Indemnity Company,
L. M. Miller, Agent,
Spalding Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1825 for the construction of a bridge over the U. S. R. S. Canal "J" on the Merrill-Hatfield County Road in Klamath County near Merrill, has been completed by the contractors, Dunn & Baker, and that final settlement will be made by the State with said contractors for work done under said contract on or after September 21, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $11,889.09, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by S. McFarland.

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

x

282

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

September 4, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I am sending you herewith copy of report by C. C. Kelley, Resident Engineer, Klamath Falls, concerning the proposed improvement of the street through Merrill, also price agreements signed by Dunn and Baker, profile map and cross-sections.

As per our conversation, the only questionable part of this improvement is the fact that no curbs are being built at this time which I think is rather against the project, although it may work out satisfactorily.

You will notice by the enclosed map and cross-sections that they contemplate changing the sidewalk from a seven to a ten foot width. another point to which I want to call your attention is that one block is to be done only on one side, as the people across the street are not willing to cooperate at this time. This will present a rather peculiar looking situation and I believe this sort of construction is questionable.

Other than here noted, I believe the project is satisfactory.

Very truly yours,

W. E. CHANDLER
DIVISION ENGINEER

wec:f

FORM 6-8-1 1300 7-86

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

August 24, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

On August 14 I went over the proposed arrangement for paving in Merrill with Mr. Kelley and the city officials. Since then Mr. Kelley has been working up the estimate and necessary arrangement but it has not been completed at this time. However, it may be in this office in time for the Commission meeting as Kelley thought he could have all the necessary details ready today so we could have a definate understanding with the city.

Very truly yours,

W. E. CHANDLER
DIVISION ENGINEER

WEC/e

C. A. DUNN, President

J. M. BAKER, Secretary

DUNN & BAKER
INCORPORATED
GENERAL CONTRACTORS

KLAMATH FALLS, OREGON

282

August 15, 1936

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

We are enclosing herewith Supplementary Agreement on Merrill-Hatfield and Malin-California Line Section, covering change of penalty on unused man hours from $1.00 per hour to .50¢ per hour.

When finally executed please return one copy for our files.

Respectfully yours,

DUNN & BAKER

By C. A. Dunn

CAD:kb
encls.

FORM 8-A-1 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

282

August 11, 1936

Mr. W. E. Chandler
Highway Division Engineer
Bend, Oregon

Dear Sir:

In the absence of H. G. Smith, we are writing to inform you that upon the representation of Mr. Tom Laird of Merrill, that the city of Merrill will cooperate to the extent of $1.00 per square yard, the State Highway Commission has authorized the extension of the Dunn & Baker contract for the oiling of the Merrill-California Section to include the oiling of one block on the route of The Dalles-California Highway through the town of Merrill, the conditions under which this authorization has been made being as follows:

1. That satisfactory arrangements can be worked out with the contractor.
2. That the State's share of the cost will not exceed $2,000.00.
3. That the City of Merrill will make an advance deposit to cover its share of the work before the work is undertaken.

Please take this matter up with the contractor and with the city officials and report back with your recommendations.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc R. H. Baldock
H. G. Smith

NOTED
State Highway Engineer

RECEIVED
JAN 19 1937
FOR FILING

282

August 7, 1936

Mr. R. H. Baldock
State Highway Engineer
O F F I C E

Dear Sir:

Mr. Tom Laird of Merrill, Klamath County, came before the State Highway Commission at its meeting held on August 5 and asked the Commission to authorize the oiling of one block on The Dalles-California Highway route through that town and stated that the city would pay $1.00 per sq. yd. as cooperation in the cost of this improvement. He suggested that the work be done by Dunn & Baker in connection with their contract south of Merrill. The Commission accepted the offer and authorized you to do this work subject to the following conditions:

1. That it can be worked out satisfactorily with Dunn & Baker to do the work;

2. That the State's share of the cost of the work will not exceed $2,000, which is the limit of state funds that can be expended for highway work without calling for bids;

3. That the City of Merrill will deposit, in advance, its check to cover its share of the cost of the work.

Yours very truly,

Secretary

HHG:MC
cc - H. G. Smith
J. M. Bishop

10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. LeTOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

August 6, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler,
Division Engineer,
Bend, Ore.

NOTED
State Highway Engineer

Dear Sir:

The citizens of Merrill have requested the improvement of the main block in that town by the addition of curbs and some form of pavement; either a B-3 or B-12 - depending upon the screens which Dunn & Baker have on their plant.

The citizens of Merril have offered to cooperate to the amount of $1.00 per square yard and the Highway Department is willing to cooperate in an equal amount if the entire job does not amount to more than $2,000.00 or statuatory limit.

Mr. Tom Laird presented this matter before the Commission and he is engaged in negotiations with Dunn & Baker to secure the best possible prices. Dunn & Baker are willing to do the job at prices comparable with their existing contract and if the citizens of Merrill put up a certified check for their amount you may make the necessary arrangements.

Please prepare a price agreement to that end and consult with Mr. Laird concerning the block which he wants paved and other necessary details concerning the type of work, etc., and forward the certified check after completion of price agreement.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H.Baldock

Tom Laird, Merrill

#1823
x

282

August 4, 1936

Mr. H. B. Glaisyer

This is to advise that all work on the contract for the construction of the Merrill-Hatfield bridges (Dunn & Baker, contractors) was completed on July 30, 1936.

Will you please obtain permission to pay the final estimate?

W. A. Reeves

WAR:AP

APPROVED BY HIGHWAY COMMISSION
DATE August 4, 1936
Secretary

FORM 2-C-1 22778 2M 6-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

282

0

July 24, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Attached is Price Agreement prepared by Resident Engineer Kelley to cover the construction of shoulders and pipe culverts and ditches on the Malin-California Line Section.

Resident Engineer Kelley's letter of explanation of the necessity for this work is also attached.

Very truly yours,

W. E. CHANDLER
DIVISION ENGINEER

By:
W. O. Widdows

WOW/e
encl.

282

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

July 21, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to your request of July 18th to the changing of the hours on Oregon WPSO 282 from 130 hours per month to 40 hours per week. This is due to the other highway projects in this vicinity being on a 40-hour per week basis and the contractors are finding it impossible to obtain men on the 130-hour per month basis.

Our investigation bears out this contention and we have been furnished a copy of the approval of the change by the National Reemployment Service. We, therefore, concur in the change requested.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

FORM 8-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

282

July 21st, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Dunn & Baker, Contractors
P. O. Box 451
Klamath Falls, Oregon

Dear Sirs:

Permission is hereby granted to operate your job near Merrill, Federal Project WPSO 282 and State contract #1822, on a 40 hours per week basis.

Conditions of this change are that you must show on certified transcript payrolls the camp help used.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

S. H. Probert
Office Engineer

R

cc to: R. H. Baldock
H. G. Smith
W. E. Chandler
C. C. Kelley
Ray Webber
W. H. Lynch

282

76 66

July 20th, 1934

Mr. Guy V. Lintner, Director
National Reemployment Service
Old Post Office Bldg.
Portland, Oregon

Dear Sir:

We are in receipt of a communication from Dunn & Baker, Contractors, in regard to changing the hours from 130 hours per month to 40 hours per week on their contract near Merrill. This project is NRSO 282 and State contract #1822.

The contractor states he is having considerable trouble obtaining labor on the 130 hours per month basis due to the fact that men are able to make more money on other jobs in the vicinity.

I believe the conditions here warrant this change, and as this is a case involving Federal labor regulations am referring same to you.

Very truly yours,

State Highway Engineer

cc to: H. G. Smith
Ray Webber

282

0

RECEIVED
JUL 21 1936
OREGON
STATE [illegible]

U. S. DEPARTMENT OF LABOR
UNITED STATES EMPLOYMENT SERVICE

NATIONAL REEMPLOYMENT SERVICE

204 Old Post Office Building
Portland, Oregon
July 20, 1936

Mr. R. H. Baldock
State Highway Engineer
Ore. State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

Reference is made to your letter of July 20, regarding extension of hours from 130 hours per month to 40 hours per week on project WPSO 282 and State contract #1822, contractor Dunn and Baker.

I can readily agree that an extension of hours should be granted on this contract due to the fact that common labor can make more money on other jobs in the locality, which makes it very difficult for the contractor to get men to work for him at 130 hours per month.

Yours very truly,

Guy Lintner
Guy V. Lintner
State Director

GVL:NF

cc Lunch

282

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	FULL RATE	☐
DAY LETTER	☐	DEFERRED	☐
NIGHT MESSAGE	☐	NIGHT LETTER	☐
NIGHT LETTER	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

JULY 21, 1936

DUNN & BAKER CONTRACTORS
KLAMATH FALLS OREGON

PERMISSION GRANTED FORTY HOUR BASIS CONTRACT EIGHTEEN HUNDRED TWENTY TWO STOP SHOW CAMP HELP ON PAYROLL

S H PROBERT

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

S. H. Probert
Office Engineer

R

cc to: R. H. Baldock
H. G. Smith
Ray Webber

July 18th, 1935

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

We are in receipt of a communication from Dunn & Baker, Contractors, in regard to changing the hours from 130 hours per month to 40 hours per week on their contract near Merrill, WPSO 282 and State contract #1822.

As basis for this change, the contractor states he has installed a camp to take care of the men hired on this job. He states in his letter that he is having considerable trouble obtaining labor on the 130 hours per week basis due to the fact that men are able to make more money on other jobs in the vicinity.

We believe this actually to be the case and recommend that this job be placed on the 40 hours per week basis.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

S. H. Probert
Office Engineer

R

cc to: R. H. Baldock
H. G. Smith
Ray Webber

July 21st, 1938

Mr. Jno. T. Burch
Resident Engineer
State Highway Dept.
Paisley, Oregon

Dear Sir:

The National Reemployment Service has filed correspondence to the effect that they cannot furnish relief labor to Babler Bros., Contract #1751, FAP 128-C.

Permission is granted under these conditions to show non-relief labor certified by the National Reemployment Service as relief labor.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

S. H. Probert
Office Engineer

R

cc to: R. H. Baldock
W. E. Chandler
H. G. Smith
Ray Webber

July 21st, 1938

Dunn & Baker, Contractors
P. O. Box 451
Klamath Falls, Oregon

Dear Sirs:

Permission is hereby granted to operate your job near Merrill, Federal Project WPGO 232 and State contract #1822, on a 40 hours per week basis.

Conditions of this change are that you must show on certified transcript payrolls the camp help used.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

S. H. Probert
Office Engineer

R

cc to: R. H. Baldock
E. G. Smith
W. E. Chandler
C. C. Kelley
Ray Webber

W. H. Lynch

50

FORM 9-A-1 10M 4-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

282

July 18th, 1936

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

We are in receipt of a communication from Dunn & Baker, Contractors, in regard to changing the hours from 130 hours per month to 40 hours per week on their contract near Merrill, WPGO 282 and State contract #1822.

As basis for this change, the contractor states he has installed a camp to take care of the men hired on this job. He states in his letter that he is having considerable trouble obtaining labor on the 130 hours per week basis due to the fact that men are able to make more money on other jobs in the vicinity.

We believe this actually to be the case and recommend that this job be placed on the 40 hours per week basis.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

S. H. Probert
Office Engineer

R

cc to: R. H. Baldock
H. G. Smith
Ray Webber

5 0

C. A. DUNN, PRESIDENT J. M. BAKER, SECRETARY

DUNN & BAKER
INCORPORATED
GENERAL CONTRACTORS

KLAMATH FALLS, OREGON

282

July 16, 1936

Mr. Ray Webber,
% H. G. Smith,
Oregon State Highway Dept.,
Salem, Oregon

Dear Sir:

In connection with the Merrill-Hatfield Road Contract #1822, we have established a camp at Merrill and have arranged for cookhouse accommodations for all who wish to use them at $1.00 per day. We are actually paying $1.10 per day for this accommodation for our men, deducting only the $1.00 as set forth in the contract.

In view of this fact we, therefore, make request for 40 hours per week instead of the 130 hours per month as specified in the contract. In this way we will have less trouble in holding competent labor on account of their increased earnings.

Respectfully yours,
DUNN & BAKER,
By A. Dunn

The above statement in reference to the establishing of camp and the boarding of the men engaged on the contract 1822 is to the best of my knowledge and belief substantially as stated in the above letter.

Signed C.C. Kelley
C. C. Kelley,
Resident Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 124

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon WPSO 282-A

July 2, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Jvn

ER-A4pr-2585

Form P. R. 2

State Oregon

U. S. Works Program Highway

Project No. WPSO 282-A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5818

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of April, 1936 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Congress):

Whereas the Highway Department of said State submitted on the 12th day of December, 1935, a project statement, which was approved by the Secretary on the 23rd day of December, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 17th day of December, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of ninety-two thousand, five hundred forty and 80/100 dollars ($92,540.80) as the share of the United States payable under said act on account of Section A of said project, which ~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State - from funds appropriated under act approved April 8, 1935 (Public Res. No. 11, 74th Congress).
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 3+58 in the NE 1/4 of the NW 1/4 of Section 8, T. 41 S., R. 11 E., W.M., and survey station 132+53.8 on the south line of Section 15, T. 41 S., R. 11 E., W.M., at the Oregon - California State line at the northwesterly end of California Project No. NRS 270 (1935), length 2.468 miles, in Klamath County, being Section A of Oregon U.S.Wks.Prog.Hwy. project No. WPSO 282, consisting of 2.451 miles of roadway and one bridge~~s, each~~ of more than 20 feet clear span, 0.017 of a mile in length, known locally as the Merrill - Hatfield Road.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of ninety-two thousand, five hundred forty and 80/100 dollars ($92,540.80), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars~~ is ($ ~~)~~, the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed~~ the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said ~~project in compliance~~ with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Article VI. Maintenance will be by the County of Klamath, pursuant to its agreement of January 11, 1936, with the State Highway Department.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 16th day of June, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By F L TouVelle
Member, State Highway Commission.
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,
By R. E. Boykin
Acting Chief, Bureau of Public Roads.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Wks.Program Highway Project No. WPSO 282-A, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 92,540180 as the total estimated cost of said project, and the sum of $ 92,540.80 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro rata share of~~ is said total estimated cost.

Done at the city of Washington, this 16th day of June one thousand nine hundred and thirty-six

Secretary of Agriculture,

By R. E. Boykin
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8—4839

FORM 2-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

28.2

June 27th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Dunn & Baker, Contractors
Post Office Box 431
Klamath Falls, Oregon

Dear Sirs:

In reply to your letter of June 23rd, regarding your difficulties in obtaining labor on the Merrill-Hatfield grading and surfacing project.

We have taken this up with the Bureau of Public Roads, the authority on such matters as this, and find that if in the opinion of their District Engineer a camp is required and in operation, this job could be placed on a forty hour per week basis if request were made.

However, under your specifications it can be interpreted that you be allowed to work men in the capacity of laborers forty-eight hours per week until the full 130 hours are used up. Of course, you would have to have another crew at the expiration of the 130 hours in order to continue the work.

We trust this information will enable you to solve your labor problems.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

cc to: R. H. Baldock
Ray Webber
W. E. Chandler,
C. C. Kelly

282

NOTED
State Highway Engineer

May 1, 1936.

Mr. M. Stephenson

We notice that Dunn & Baker have not yet started work on their bridges on the Merrill-Hatfield Section of The Dalles-California Highway in Klamath County.

The contract for these bridges expires July 30, and unless work starts very shortly they can not possibly get done on time. Will you please ascertain what is holding up the job and when work will start?

G. S. Paxson

cc R. H. Baldock ✓

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
APR 4 1936
POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon WPSO 282-A

April 3, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By JCaufield
L. J. Caufield
Highway Engineer

Encls.

Tor

282

March 19, 1936

Dunn & Baker
Box 431
Klamath Falls, Oregon

Dear Sirs:

By express we are forwarding to you today a fully executed copy of contract no. 1822, awarded to you on February 7, 1936, for 2.5 miles grading, surfacing and oiling in the Merrill-California Line Section and 2.86 miles crushed rock surfacing in the Malin-California Line Section of the Merrill-Hatfield County Road and The Dalles - California Highway respectively, both these sections being in Klamath County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DF

282

March 6, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Merrill-California Line Section, Project No. WPSO 282.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 282

MERRILL-CALIFORNIA LINE SECTION OF THE
MERRILL-HATFIELD ROAD IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 2, 1936

All Required		Clearing and Grubbing		$ 2,000.00
4,250	cu. yds.	Trench Excavation	$ 0.40	1,700.00
89,000	cu. yds.	Excavation, Single Classif.	0.22	19,580.00
24,000	yd. sta.	Overhaul	0.02	480.00
13,000	yd. mi.	Truck Haul	0.20	2,600.00
2.44	mile	Finishing Roadbed and Slopes	1,000.00	2,440.00
360	lin. ft.	18" Concrete Pipe	2.00	720.00
240	lin. ft.	30" Concrete Pipe	5.50	1,320.00
420	lin. ft.	18" Corr. Iron Siphon Pipe	2.75	1,155.00
580	lin. ft.	24" Corr. Iron Siphon Pipe	4.00	2,320.00
170	lin. ft.	36" Corr. Iron Siphon Pipe	7.00	1,190.00
60	lin. ft.	Salvaging 24" Pipe	1.00	60.00
55	cu. yds.	Class "A" Concrete	27.00	1,485.00
100	cu. yds.	Riprap	2.00	200.00
5	M-FBM	Lumber and Timber	90.00	450.00
9,000	cu. yds.	4½" - 0" Rock in Surfacing	1.80	16,200.00
2,400	cu. yds.	2" - 1½" Rock in Surfacing	2.00	4,800.00
1,500	cu. yds.	½" - 0" Rock in Surfacing	2.00	3,000.00
2,200	M-Gal.	Sprinkling	1.00	2,200.00
1,700	cu. yds.	Mineral Aggregate in Place	3.00	5,100.00
78	tons	No. 3 Oil in Place	23.00	1,794.00
72	tons	Emulsified or Cutback Asphalt in Seal Coat	24.00	1,728.00
				$ 72,522.00

Treated Timber Culvert (Sta. 81+75)

130	cu. yds.	Excavation	$ 3.00	$ 390.00
48	M-FBM	Treated Lumber in Culvert	85.00	4,080.00
				$ 4,470.00

Bridge on Connecting Road (Opposite Sta. 82+50)

240	lin. ft.	Untreated Trestle Piling	$ 0.85	$ 204.00
11	M-FBM	Untreated Lumber	55.00	605.00
				$ 809.00

Subtotal	$ 77,801.00
10% Engr. & Cont.	7,780.10
Total	$ 85,581.10

Bridge (Sta. 88+00)

85	cu. yds.	Excavation	$ 3.00	$ 255.00
1,100	lin. ft.	Treated Trestle Piling	1.20	1,320.00
20	M-FBM	Treated Lumber in Bridge	90.00	1,800.00
56	cu. yds.	Class "D" Concrete	25.00	1,400.00
13,200	lbs.	Metal Reinforcement	0.06	792.00
190	lin. ft.	Composite Handrail	4.00	760.00
			Subtotal	$ 6,327.00
			10% Engr. & Cont.	632.70
			Total	$ 6,959.70

Length of Roadway	2.451 miles
" " 1 Bridge	.017 "
Total Length	2.468 "
Cost per mile, roadway	$ 34,916.80

WPSO Funds Requested:

Roadway……………………………………	$ 85,581.10
Bridge……………………………………	6,959.70
	$ 92,540.80

	Roadway	Bridge
Estimated Labor Required	55,000 man-hours	2,500 man-hours
Cost of Labor	$ 34,000	$ 1,900
Cost of Materials	$ 10,000	$ 2,500

Funds for Maintenance: See agreement executed by County December 31, 1935 and by State Highway Commission January 11, 1936.

282

February 28, 1936

Dunn & Baker
Klamath Falls, Oregon

Dear Sirs:

By express we are forwarding to you a fully executed copy of contract #1823 awarded to you on February 7, 1936, for the construction of a composite pile trestle over U.S.R.S. Canal "J" and a timber culvert and untreated pile trestle to carry a farm road over a drainage ditch on the Merrill-Hatfield County Road near Merrill in Klamath County.

This copy is for your records and files.

Very truly yours,

Secretary

DP

R M BISSELL,
CHAIRMAN BOARD OF DIRECTORS

PAUL RUTHERFORD,
VICE PRESIDENT AND GENERAL MANAGER

JAS L.D KEARNEY,
PRESIDENT

Hartford Accident and Indemnity Company

JOY LICHTENSTEIN
VICE-PRESIDENT
A. C. POSEY
ASSISTANT MANAGER

Pacific Department
Hartford Building
San Francisco, California

OREGON SERVICE OFFICE
319 S.W. WASHINGTON STREET
PORTLAND, OREGON

282

February 14, 1936

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

We are forwarding today by express executed copies of bond on behalf of Dunn & Baker covering contract for the construction of the Merrill-Hatfield Bridges, which we trust will be found in order.

Please return the surety company's copy of this bond to this office when it has been completed.

Very truly yours,

OREGON SERVICE OFFICE

By Lowell Miller
Lowell Miller,
Special Agent

M/n

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 11 1936
OREGON
STATE HIGHWAY COMMISSION

February 7, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon project WP80 282, bridges on Merrill-California Line section of the Merrill-Hatfield Highway, to Dunn & Baker, Klamath Falls, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Flon

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 11 1936
OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.________

February 7, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon project WPSO 282, Merrill-California Line section of the Merrill-Hatfield Highway and the Malin-California Line section of The Dalles-California Highway, to Dunn & Baker, Klamath Falls, Oregon, whose bid was low in combination with their bid on the bridge section of this project.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Tron

FORM S-C-1 16010 1-M 1-35
COMMISSIONERS,
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

RECEIVED
FEB 4 1936
OREGON
STATE HIGHWAY COMMISSION

Const Projects
Advance Data
2 x

February 1, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I have raised our estimate of the Merrill-Hatfield job as I figure that we have stipulated about 20,000 more hours than is necessary to do the work. I checked this with Mr. Dunn and he figured there was an excess of 22,000 hours.

Very truly yours,

K. D. LYTLE
Division Engineer

kdl/e
encls.

NOTED
State Highway Engineer

FORM 3-A-1 1500 10-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

X

282

OREGON STATE HIGHWAY COMMISSION

SALEM

January 29, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Office

Dear Sir:

There are enclosed herewith six copies of an agreement executed by the Klamath County Court, in which they agree to pay any costs incurred by the state in the construction of the Merrill-Hatfield County Road Project in Klamath County which the Federal Government will not pay. These are for the signatures of the State Highway Commission.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

Const
Projects
Primary
282

January 25, 1936

Dunn & Baker
Klamath Falls, Oregon

Gentlemen:

This is to acknowledge receipt of your letter of January 15th, pointing out that the amount of labor specified for the Merrill-Hatfield Project is considerably in excess of the amount of labor normally required.

We are aware of this situation, but we are under contract to the Federal Government to supply 2,600,000 man-hours of labor from the U. S. Employment Service in connection with our 1936 WPA Program and Regular Federal Aid Program, and, in order to accomplish this, a considerable amount of excess labor must be specified in our contracts. The Bureau will not permit any overloading of Regular Federal Aid Projects, so all overloading must be confined to the WPA Projects.

We estimate that the excess labor required on the WPA Projects will increase the cost of these projects approximately 10 per cent.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

C. A. DUNN, PRESIDENT

J. M. BAKER, SECRETARY

DUNN & BAKER
INCORPORATED
GENERAL CONTRACTORS

KLAMATH FALLS, OREGON

Jan 15, 1936

Mr. S. H. Probert,
State Highway Department,
Salem, Oregon

Dear Sir:

In connection with the Merrill-Hatfield job, I would like to suggest that a revision of the man hours required would reflect itself directly in the total bid on that job. You can cut off at least 15,000 man hours and be sure of a direct saving of that amount.

Respectfully yours,

DUNN & BAKER

By A. Dunn

CAD:kb

21600,000

282

January 24, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are today sending, under separate cover, five revised copies of the bid proposals for the Merrill-California Line Section, Project No. WPSC 282.

There is no change in the federal aid portion of this project, but a change in the State project has necessitated revised proposal forms.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

January 24, 1936.

NOTED

Mr. R. H. Baldock

Attached hereto is a copy of the proposed license to be granted Klamath County by the Reclamation Service for the construction of the Merrill-Hatfield road in Southern Klamath County.

It is my understanding that this road is and will remain a county r oad, and perhaps we are not interested in the provisions of the license, but it seems to me that Section B is rather harsh in that it would permit the Reclamation Service to change any of their present facilities and completely revise the highway at the cost of the county.

I got this copy from the Reclamation Service office at Klamath Falls yesterday while calling on them with reference to the bridges on the Merrill-Hatfield road.

G S Paxson

G. S. Paxson

GSP:AP
Attached

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

Klamath Project

Application for License to Construct and Maintain a Highway over Land Acquired under the Act of Congress of June 17, 1902 (32 Stat., 388)

THIS APPLICATION, Made this _______ day of _______________ 1936, in pursuance of the Act of Congress of June 17, 1902 (32 Stat., 388), and acts amendatory thereof or supplementary thereto.

WITNESSETH, THAT:

2. WHEREAS, the United States has acquired certain lands in connection with the development of the Klamath Project in Oregon and California; and

3. WHEREAS, the County of Klamath, a political subdivision of the State of Oregon, desires a right to construct and maintain a highway, together with the necessary bridges and other appurtenant structures across a part of said project, as shown upon a print of map showing a survey of said highway and the lands proposed to be crossed thereby, which print is attached hereto, identified as "Exhibit A" and made a part of this application; and

4. WHEREAS, the allowance of such application should be subject to suitable restrictions safeguarding the interest of the United States in said lands in accordance with the purposes on account of which said interests were acquired and are now held;

5. NOW, THEREFORE, the applicant, Klamath County, Oregon, acting by and through its County Court, applies to the U. S. Bureau of Reclamation, which constructed and is now operating said project on behalf of the United States of America, for a license or permit to construct and maintain a highway as a part of the ______________________________ highway, upon and across said lands as shown upon the print (Exhibit A), and the applicant hereby agrees with the United States and its successors or assigns of said property that the license or permit for which this application is made shall at all times be held subject to the rights of the United States of America and its successors or assigns in said lands and limited and conditioned as follows:

(A) The construction of said highway and appurtenant structures and the manner of construction thereof, in so far as such construction or manner affects any of the works of the Klamath Project shall be performed in accordance with designs and plans approved in writing by the proper officer of the United States in advance of construction thereof.

(B) It is understood that the United States may change its plans for construction of any part of said project, and the right of Klamath County hereunder shall be subject to the right of the United States to cross said highway and appurtenant structures, when constructed, with any and all canals, water conduits, roadways, transmission lines, or telegraph, telephone, electric or other power or irrigation works for the generation and/or transmission of power, which are deemed necessary by the Secretary of the Interior for the complete development of said project.

(C) Klamath County releases the United States and its officers and agents in charge of the Klamath Project from any and all damages to said highway and appurtenant structures caused or in any wise contributed to by the construction and operation and maintenance of any structures or works of the Klamath Project as now in existence, or by the construction and/or operation and maintenance of any works or structures which in the future may be deemed necessary by the Secretary of the Interior for the complete development of the Klamath Project.

(D) Klamath County will construct and maintain at its own expense all structures at all crossings of said highway over or under any and all canals, transmission lines and any other works of the United States which in the opinion of the Secretary of the Interior or his duly authorized agent are made necessary by the construction and existence and maintenance of said highway and appurtenant structures and any and all such protective structures as shown on the attached print marked Exhibit "A" which are required for the protection of the project works from interference with said highway or which may be required by the United States for the unimpeded operation and maintenance of such irrigation and incidental works.

(E) When the exercise of any opinion, judgment or discretion is required under any of the provisions hereof, the same shall be exercised by the Secretary of the Interior and his action thereupon shall be binding and conclusive as against or for the applicant herein.

6. Any license granted in pursuance hereof shall terminate upon failure of Klamath County in the opinion of the Secretary of the Interior to comply with any of the terms and conditions hereof.

Dated and signed this ______________________________.

(SEAL)
Attest:

KLAMATH COUNTY, OREGON

By______________________
County Judge

____
County Clerk

____
County Commissioner

Approved:__________________1936

____
County Commissioner

____
Commissioner, Bureau of Reclamation

282

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED

January 23, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon U. S. Works Program Project No. WPSO 282, the Merrill-California Line Section of the Merrill-Hatfield Road, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Copies of the usual county resolution covering maintenance should be forwarded with the project agreement estimate.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

FORM S-C-1 32778 3M 6-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

Const
Projects
Cost Estimates

January 16, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Attached are three copies of the Special Provisions and Estimate of Cost to over the oiling of the Malin-California Line Section.

It is our understanding that you wish to incorporate this work in with the Merrill-Hatfield and Malin-California Line Section project, for which bids were received on January 9 and rejected.

Very truly yours,

K. D. LYTLE
Division Engineer

By:
W. O. Widdows

wow/e
encls.

January 14, 1936

Mr. Oscar Cutler
Assistant Office Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Herewith I am returning you five copies of the agreement with Klamath County, covering the maintenance of Merrill-Hatfield Road from a point approximately 2.5 miles east of Merrill to the Oregon-California State Line north of Hatfield, being a project known as No. WPSO 282.

All copies have been signed by the Highway Commission and I am returning them to you for further disposal. One of them I am retaining pending the writing up of the minutes.

7/11/36

Very truly yours,

H. B. Glaisyer, Secretary

HBG:dp
Enc. 5

282

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 26, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Acting Chief of Bureau December 23, 1935 approved the project statement for Oregon U. S. Works Program Highway project No. WPS 282, involving the improvement of 2.5 miles of the Merrill-Hatfield Road in Klamath County.

Very truly yours,

W. H. LYNCH
District Engineer

By T. T. M. Davis
T. T. M. Davis
Highway Engineer

282

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

December 17, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon U. S. Works Program Highway Project No. WPSO 282, the Merrill-California Line Section of the Merrill-Hatfield Road, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Copies of county resolution covering maintenance should be forwarded with the project agreement estimate.

Concurrence in award of contract will be withheld pending approval of the project statement.

Our recommendation for approval of this project is conditioned upon your obtaining a statement from the State Administrator, WPA, that relief labor is available for same.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

282

December 13, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Merrill-California Line Section, Project No. WPSO 282.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 282

MERRILL-CALIFORNIA LINE SECTION OF THE MERRILL-HATFIELD ROAD IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 21, 1936

All Required		Clearing and Grubbing		$ 200.00
4,250	cu. yds.	Trench Excavation	$ 0.60	2,550.00
89,000	cu. yds.	Excavation, Single Classification	0.22	19,580.00
24,000	yd. sta.	Overhaul	0.02	480.00
13,000	yd. mi.	Truck Haul	0.15	1,950.00
2.44	miles	Finishing Roadbed and Slopes	300.00	732.00
360	lin. ft.	18" Concrete Pipe	2.00	720.00
240	lin. ft.	30" Concrete Pipe	5.00	1,200.00
420	lin. ft.	18" Corr. Iron Siphon Pipe	2.50	1,050.00
580	lin. ft.	24" Corr. Iron Siphon Pipe	3.50	2,030.00
170	lin. ft.	36" Corr. Iron Siphon Pipe	7.00	1,190.00
60	lin. ft.	Salvaging 24" Pipe	2.00	120.00
55	cu. yds.	Class "A" Concrete	25.00	1,375.00
100	cu. yds.	Riprap	3.00	300.00
5	M-FBM	Lumber and Timber	80.00	400.00
9,000	cu. yds.	4½" – 0" Rock in Surfacing	2.00	18,000.00
2,400	cu. yds.	2½" – 1½" Rock in Surfacing	2.00	4,800.00
1,500	cu. yds.	¾" – 0" Rock in Surfacing	2.00	3,000.00
2,200	M-Gal.	Sprinkling	1.10	2,420.00
1,700	cu. yds.	Mineral Aggregate in Place	3.50	5,950.00
78	tons	No. 3 Oil in Place	30.00	2,340.00
72	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00	2,160.00
				$ 72,547.00

Treated Timber Culvert (Sta. 81+75)

130	cu. yds.	Excavation culvert	3.00	$ 390.00
48	M-FBM	Treated Lumber in Trestle	100.00	4,800.00
				$ 5,190.00

Bridge on Connecting Road (Opposite Sta. 82+50)

240	lin. ft.	Untreated Trestle Piling	$ 0.60	$ 144.00
11	M-FBM	Untreated Lumber	60.00	660.00
				$ 804.00

Subtotal	$ 78,541.00
10% Engr. & Cont.	7,854.10
Total	$ 86,395.10

Bridge (Sta. 88+00)

85	cu. yds.	Excavation	$ 3.00	$ 255.00
1,100	lin. ft.	Treated Trestle Piling	1.20	1,320.00
20	M-FBM	Treated Lumber in Bridge	110.00	2,200.00
56	cu. yds.	Class "B" Concrete	25.00	1,400.00
13,200	lbs.	Metal Reinforcement	0.06	792.00
190	lin. ft.	Composite Handrail	4.00	760.00

Subtotal	$ 6,727.00
10% Engr. & Cont.	672.70
Total	$ 7,399.70

Length of Roadway	2.451 miles
" " 1 Bridge	.017 mile
Total Length	2.468 miles
Cost per mile, roadway	$ 35,248.91

WPSO Funds Requested:

Roadway- $ 86,395.10
Bridge - 7,399.70
$ 93,794.80

	Roadway	Bridge
Estimated Labor Required	33,000 man-hours	2,500 man-hours
Cost of Labor	$ 34,000	$ 1,900
Cost of Materials	$ 10,000	$ 2,500

(7)

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 282

MERRILL-CALIFORNIA LINE SECTION OF THE

MERRILL-HATFIELD ROAD IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, ~~December 13,~~ Jan 1935

(A)

All Required		Clearing and Grubbing			$ 200.00	
4,250	cu. yds.	Trench Excavation	$ 0.60		2,550.00	
89,000	cu. yds.	Excavation, Single Classification	0.22		19,580.00	
24,000	yd. sta.	Overhaul	0.02		480.00	
13,000	yd. mi.	Truck Haul	0.15		1,950.00	
2.44	miles	Finishing Roadbed and Slopes	300.00		732.00	
360	lin. ft.	18" Concrete Pipe	2.00		720.00	
240	lin. ft.	30" Concrete Pipe	5.00		1,200.00	
420	lin. ft.	18" Corr. Iron Siphon Pipe	2.50		1,050.00	
580	lin. ft.	24" Corr. Iron Siphon Pipe	3.50		2,030.00	
170	lin. ft.	36" Corr. Iron Siphon Pipe	7.00		1,190.00	
60	lin. ft.	Salvaging 24" Pipe	2.00		120.00	
55	cu. yds.	Class "A" Concrete	25.00		1,375.00	
100	cu. yds.	Riprap	3.00		300.00	
5	M-FBM	Lumber and Timber	80.00		400.00	
9,000	cu. yds.	4½" - 0" Rock in Surfacing	~~1.75~~	200	~~15,750.00~~	18000.00
2,400	cu. yds.	2" - 1½" Rock in Surfacing	~~1.75~~	200	~~4,200.00~~	4800.00
1,500	cu. yds.	½" - 0" Rock in Surfacing	~~1.75~~	200	~~2,625.00~~	3000.00
2,200	M-Gal.	Sprinkling	1.10		2,420.00	
1,700	cu. yds.	Mineral Aggregate in Place	~~3.00~~	3.50	~~5,100.00~~	5950.00
78	tons	No. 3 Oil in Place	30.00		2,340.00	
72	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00		2,160.00	
		Subtotal			$ ~~68,472.00~~	72,547.00
		~~10% Engr. & Cont.~~			~~6,847.20~~	
		Total			$ ~~75,319.20~~	

Length of Roadway	2.440 miles
" " 2 Bridges	.028 "
Total Length	2.468 "
Cost per mile	$ 29,709.10

WPSO Funds Requested- $ 75,319.20

Estimated Labor Required	53,000 man-hours
Cost of Labor	$ 32,800
Cost of Materials	$ 6,500

242

December 12, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Merrill-California Line Section of the Merrill-Hatfield Road, to which has been assigned project number WPS 282.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

STATE Oregon

PROJECT NO. NRS 282
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) December 12, 1935

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Merrill-California Line Section, Merrill-Hatfield Road
2. Between control points of official description: a connection with F. A. Proj. #34 on line between Sec. 5 and Sec. 8, and
3. Between intermediate control points if used: T. 41 S., R. 11 E. and a point at Calif. Line in SE. ¼ Sec. 15, T. 41 S., R. 11 E.

County of Klamath

4. Length in miles (gross) 2.5 (net) 2.5
5. Preliminary estimate of cost: Total, $ 85,300; section of road to be first improved, $ 75,300,

of which $ 10,500 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: ______ (Amount.)

______ (Source; refer to statute.)

(b) County ______ (Amount.) (Source; refer to statute.)

______

8—5073

7. Funds for maintenance to be provided by State or County (State or (and) county.), from the following sources: Chap. 175, laws 1917; Chap. 31, laws 1920 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project:

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

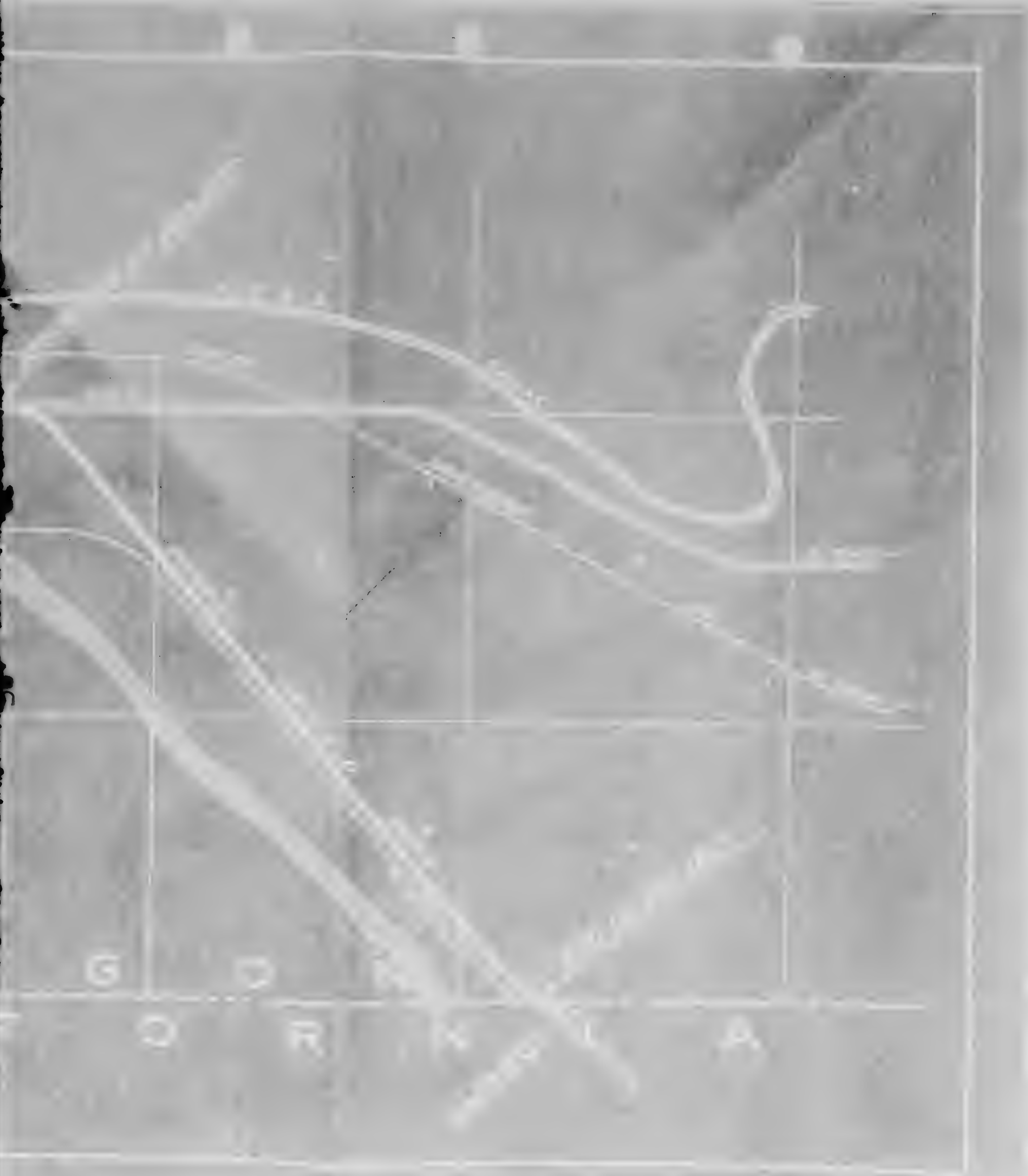
GOVERNMENT PRINTING OFFICE 8—5072

MERRILL
THE DALLES
C. P. H. No. 34
CENTRAL
PACIFIC
C A L
O

MERRILL - CALIFORNIA LINE SEC.

MERRILL - HATFIELD ROAD

OREGON
LIFORN


GON
ORNIA

ON STATE HIGHWAY COMMISSION

Questionnaire Form
to Accompany Project Statement for Secondary
or Feeder Roads to be Improved with Relief Funds Provided
Under Federal W. P. A. Program, 1936

Date December 6, 1935.

Klamath County. Federal Classification and Number FPSO 78 ✓.

Name of section proposed for improvement Merrill-Hatfield located between Merrill and Oregon-California State Line on county road extending from Merrill on Dalles-California State Highway to California State Highway at State Line.

Type of improvement proposed Grading.

1. Are employable relief workers available? Yes.

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? Yes.

3. Does proposed improvement connect with previously improved county roads or state highways? Yes.

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes.

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars, light trucks, heavy trucks.

6. Traffic density 75 passenger cars, 15 light trucks, 10 heavy trucks (Estimated) When road is completed traffic should increase 200%.

7. How will proposed improvement be maintained? By Klamath County by agreement with Oregon State Highway Commission

Klamath County. Federal Classification and Number WPSS 78 ✓.

Name of section proposed for improvement Merrill-Hatfield

located between Merrill

and Oregon-California

State Line on county road extending

from Merrill on Dalles-California State Highway

to California State Highway at State Line.

Type of improvement proposed Grading

1. Are employable relief workers available? Yes

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? Yes

3. Does proposed improvement connect with previously improved county roads or state highways? Yes

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars, light trucks, heavy trucks

6. Traffic density 75 passenger cars, 15 light trucks, 10 heavy trucks (Estimated) When road is completed traffic should increase 200%

7. How will proposed improvement be maintained? By Klamath County by agreement with Oregon State Highway Commission

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Office Engineer

CONTRACT# [redacted] 1823 SEE: CONTRACT# 1822

L

1823 SEE: Contract 1822

CONTRACT# 1824

WPSO 255-B Glisan St.-Foster Rd. Sec., 1936
122nd Ave.

1824

#1824
x

RECEIVED NOV 13
FOR FILING

255-B

November 13, 1936

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1824 for the construction of the Gilsan Street-Foster Road Section of 122nd Avenue in Multnomah County has been completed by the contractors, Jacobsen-Jensen Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after November [illegible] 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $40,050.35, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1824

255-B

October 16, 1936

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Jacobsen-Jensen Company on Contract No. 1824 for the construction of the Gilsan Street-Foster Road Section of 122nd Avenue in Multnomah County. This payment will be made on or after October 26, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

255-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

October 12, 1936.

OCT 13 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPSC 255-B, Glisan St.-Foster Road Sec., 122nd Ave., Multnomah County, was made by a representative of this office on October 8, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Form 338—5M—5-36

255-B

O[illegible]ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 10th. 1936, 193

Section Glisan St. - Foster Road section

Kind of work Paving

Highway East 122nd. Ave. (Buckley Ave.)

Section prefix 226 - 1018; WPSO 255 - B;

Contractor Jacobsen and Jensen

Contract number 1824

Date of contract Feb. 7th. 1936, 193

Date of completion Aug. 15th. 1936, 193

Date work started Feb. 25th. 1936, 193

Estimated date of completion Sept. 15th. 1936, 193

Amount of contract $ 42.639.00

Per cent of time elapsed 115 %

Estimated cost of completed project, exclusive of engineering $ 42,639.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1950.00, %

Date project was completed Sept. 9th. 1936, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project is complete.

The final estimate was completed to day and will be delivered to the Division Office, Monday Oct. 12th. 1936.

This is the final weekly report on this job.

RECEIVED
OCT [illegible] 1936

Signed A B Dean.

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 18 1936
OREGON
STATE HIGHWAY COMMISSION

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon WPSO 255-B

September 17, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Jwn

4202

Form P. R. 2

State **Oregon**

U. S. Works Program Highway Project No. **WPSO 255, Sec. B**

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 17th day of April, 1936

by and between **The Oregon State Highway Commission**

, constituting

for the purpose hereof, the Highway Department of the State of **Oregon** hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; **particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935, (Public Res. No. 11, 74th Cong.):**

Whereas the Highway Department of said State submitted on the **13th** day of **January**, 19**36**, a ~~p~~ **revised** project statement, which was approved by the Secretary on the **27th** day of **January**, 19**36**, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section **B** of said project which were recommended for approval by the United States District Engineer on the **23rd** day of **January**, 19**36**; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of **forty-six thousand, nine hundred two and 90/100** dollars ($**46,902.90**) as the share of the United States payable under said act on account of Section **B** of said project, which ~~[illegible]~~ **is** the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5618

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Include date and citation of (Public Res. No. 11, 74th Cong.) act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 113+62.0 on NE 122nd Avenue at NE Glisan Street on the east line Sec. 34, T. 1 N., R. 2 E., W.M., and Survey Station 24+56.1 on SE 122nd Avenue at SE Foster Road in the SW¼, Sec. 14, T. 1 S., R. 2 E., W.M., excepting therefrom those portions between Stations 127+27.0 and 140+17.5 and 219+97.54 and 220+17.54.

, length 3.190 miles, in Multnomah County, being Section B of Oregon U.S. Works Program Highway project No. WP80 255, consisting of 3.190 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~[illegible]~~, known locally as the Glisan Street-Foster Road Section of NE 122nd Avenue.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of **forty-six thousand, nine hundred two and 90/100** dollars ($46,902.90), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($)~~ is the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **The State Treasurer**
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

~~ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:~~
(Include reference to statute authorizing funds and probable amount annually available)

STRICKEN OUT

Article VI. Maintenance of the project will be by the County of Multnomah pursuant to its agreement of February 8, 1936, with the State Highway Department.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4th day of September, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By F L TouVelle

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads.

S—3513

Form PR. 8—Revised

OREGON STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE

OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Works Program Highway Project No. WPH 255-B, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $46,902.90 as the total estimated cost of said project, and the sum of $46,902.90 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~percentage share of~~ said total estimated cost.

Done at the city of Washington, this 4th day of September one thousand nine hundred and thirty-six.

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—[illegible]

FORM 2-A-1 5M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

255-13

RECEIVED
SEP 18 1936
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

Your letter of Sept. 11th received concerning completion date for pavement on Glisan Street, Contract #1824.

The contractor completed work on August 20th and his payroll shows no time after that, although he did perform a very small minor clean-up item after that date.

Please change completion date on this project to August 20th.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

#1824

FORM 2-A-1 10M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

255-13

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon
Aug. 28, 1936

AUG 29 1936
IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. B. Glaisyer

Dear Sir:

Attached hereto is consent for 30 day extension of time of Jacobsen and Jensen's surety on the 122nd Avenue Paving Contract, No. 1824.

This was handed in by Mr. Jacobsen with the information that the previous consent of surety had the wrong project name in it and that the attached one is a correction thereof.

Their request and my letter of recommendation was sent to Salem August 5th.

Very truly yours,

E A Collier
E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC H. G. Smith

FORM 2-A-1 10M 6-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

#1824

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

X

255-13

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~
Portland, Oregon

Aug. 28, 1936

RECEIVED
AUG 29 1936
IN REPLY PLEASE
REFER TO FILE NO.

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State Highway Engineer
Salem, Oregon

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Very truly yours,

E A Collier
E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC H. G. Smith

FORM 8-A-1 16M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

X

255-B

August 7, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

Dear Sir:

We have a request from Jacobsen & Jensen Company for a 30 day extension of their contract #1824, for paving East 122nd Ave., Federal Project WPSO-255-B.

Because of the rains and bad weather during the month of May and June, the contractors were not able to do as much work as contemplated. They are operating their paving plant 12 hours a day, and their crushing plant 18 hours a day, and have done everything possible to complete their projects on time.

The traveling public has not been unduly inconvenienced on this project nor have engineering costs been increased; therefore we would appreciate having your concurrance in this extension of time.

This extension will make the completion date September 15th, 1936.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock ✓

NOTED
State Highway Engineer

FORM 8-A-1 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~
Portland, Oregon

RECEIVED
AUG 6 1936
OREGON
STATE HIGHWAY COMMISSION

255

Aug. 5, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith request of Jacobsen-Jensen Company for a 30 day extension on their Contract No. 1824 for paving of East 122nd Avenue in Portland. The consent of their surety is attached thereto.

Jacobsen-Jensen were successful bidders on three paving contracts in Portland and were low some $13,000. They expected, of course, to do the three jobs from one paving plant.

They were delayed considerably by rains in May and June and to some extent in July by the truck drivers' strike conditions. They are now operating their paving plant twelve hours a day and their crushing plant eighteen hours a day and fine grade and form setting work is being prosecuted vigorously fifteen hours a day. They have finished Halsey Street, except shoulders which they will do this week, and expect to finish Glisan Street paving August 8 and start early the next week on paving 122nd.

The traveling public has not been inconvenienced on account of failure to complete this job on time because they did not tear up very much of the street in advance of their operations. Engineering costs have not been increased because the Engineer has had seven other jobs under way.

I recommend that a 30 day extension be granted without penalty.

NOTE

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. B. Glaisyer

Encl.

FORM S-A-1 5M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

#1824

X

255-13

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon
Aug. 5, 1936

RECEIVED
AUG 6 - 1936
OREGON
COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

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I recommend that a 30 day extension be granted without penalty.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. B. Glaisyer

Encl.

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon WPSO 255-B

APR 10 1936

April 9, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

Encls.

255-13

March 17, 1936

Jacobsen-Jensen Company
517 N. E. Stanton St.
Portland, Oregon

Dear Sirs:

We are forwarding to you today a fully executed copy of contract no. 1824, awarded to you on February 7, 1936, for the 3.19 miles of asphalt concrete pavement on the Glisan St.-Foster Rd. Section of 122nd Avenue in Multnomah County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DP

255-B

March 23, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of March 10, 1936, concerning the Glisan St.-Foster Road Section, Project No. WPSO 255-B.

Please correct the agreement estimate to show the length of Project as 3,190 miles.

With reference to the maintenance agreement under which provision is made for the county to maintain the project, copies of the agreement will be sent to you in the next few days.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict: J.W.Nash:MM

1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

March 10, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon U.S.Works Program Highway project WPSO 255-B, Glisan Street-Foster Road section.

In our letter of January 23, 1936, we requested that the corrected length of 3.190 miles be used on future documents. We are now in receipt of the project agreement estimate using the original length of 3.194 miles, which difference is due to your including the width of the pavement on Powell Valley on Federal Aid route.

As we cannot use secondary money on a Federal Aid highway, it will be necessary to reduce the length in line with our letter of January 23rd.

Our letter of January 23rd authorizing advertising also requested that copies of the county resolution covering maintenance be submitted with the project agreement estimate. Evidently this also has been overlooked.

The project agreement estimate will be held here pending receipt of your reply.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

255-B

March 6, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Glisan Street-Foster Road Section, Project No. WPSO 255-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. N. Nash/ME

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 255-B

GLISAN STREET-FOSTER ROAD SECTION

OF 122ND AVENUE IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 2, 1936

Roadwork (Sta. 113+62 to 127+27)(Sta. 140+17.5 to 270+62.82=0+00 to Sta. 24+56.1)

3.19	miles	Scarifying and Shaping	$ 600.00	$ 1,914.00
7,100	cu. yds.	Gravel sub-base	0.80	5,680.00
4,500	cu. yds.	1½" Rock in Base & Shoulders	1.25	5,625.00
200	cu. yds.	¾" Rock in Footpath	1.50	300.00
500	cu. yds.	Filler	0.40	200.00
500	yd. mi.	Hauling Filler	0.20	100.00
400	M-Gal.	Sprinkling	1.50	600.00
5,600	tons	Class "A" Asphaltic Concrete	4.70	26,320.00
38,000	sq. yds.	Surface Finish Coat	0.05	1,900.00
			Subtotal	$ 42,639.00
			10% Engr. & Cont.	4,263.90
			Total	$ 46,902.90

Length 3.194 miles
Cost per mile $ 14,684.69

WPSO Funds Requested- -$ 46,902.90

Estimated Labor Required 28,000 man-hours
Cost of Labor $ 17,000
Cost of Materials $ 7,000

Funds for Maintenance: See agreement executed by County February 3, 1936 and by State Highway Commission February 8, 1936.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
FEB 11 1936
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO.______

POST OFFICE BUILDING
PORTLAND, OREGON

February 7, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Project WPSO 255-B, Glisan Street-Foster Road section of 122nd Avenue in Multnomah County, to Jacobsen-Jensen Co., Portland, Oregon, who submitted the low bid.

Very truly yours,
W H Lynch
W. H. LYNCH
District Engineer

Fon

255-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JAN 24 1936
OREGON
STATE HIGHWAY COMMISSION

January 23, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon U. S. Works Program Project No. WPSO 255-B, the Glisan Street-Foster Road Section of 122nd Avenue, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Concurrence in award will be withheld pending approval of revision of project statement.

The length of the project shown in P.S.& E. has been revised to except the paving of Powell Valley. The revised length is 3.190 miles. Please use the corrected mileage in submitting future documents.

The P.E.P. suburban line crossing near the south end of the project has 40 passenger and 2 freight trains per day, and our approval is subject to the installation of electric crossing signals if deemed necessary by our Washington Office.

Approval of the project is also conditioned upon a written statement being furnished from the WPA that relief labor is available.

Copies of the county resolution covering maintenance should be forwarded with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

255-13

January 13, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Glisan Street-Foster Road Section of 122nd Avenue.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 255-B

GLISAN STREET-FOSTER ROAD SECTION

OF 122ND AVENUE IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 13, 1936

Roadwork (Sta. 113+62 to 127+27)(Sta. 140+17.5 to 270+62.82=0+00 to Sta. 24+56.1)

3.19	miles	Scarifying and Shaping	$ 200.00	$ 638.00
7,100	cu. yds.	Gravel Subbase	1.00	7,100.00
4,500	cu. yds.	1¼" Rock in Base & Shoulders	1.80	8,100.00
200	cu. yds.	½" Rock in Footpath	2.00	400.00
500	cu. yds.	Filler	0.50	250.00
500	yd. mi.	Hauling Filler	0.20	100.00
400	M-Gal.	Sprinkling	1.50	600.00
5,600	tons	Class "A" Asphaltic Concrete	6.00	33,600.00
38,000	sq. yds.	Surface Finish Coat	0.05	1,900.00
			Subtotal	$ 52,688.00
			10% Engr. & Cont.	5,268.80
			Total	$ 57,966.80

Length 3.194 miles
Cost per mile $ 18,148.65

WPSO Funds Requested- $ 57,966.80

Estimated Labor Required 28,000 man-hours
Cost of Labor $ 17,000
Cost of Materials $ 7,000

FORM 5-3-1 21946 500 5-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Const
R/W
255B

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

September 11, 1935.

IN REPLY PLEASE REFER TO FILE NO. 26-5

Mr. George W. Buck,
Multnomah County Roadmaster,
Portland, Oregon.

Dear Sir:

There are attached hereto three copies each of descriptions for right of way to be acquired by Multnomah County in connection with a proposed grade separation project on 122nd Avenue, Portland.

By parcel post we are sending three prints of a vicinity map showing the ownerships involved. Please furnish this office with certified copies of deeds when available.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By
G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock
J. M. Devers
H. G. Smith

FORM 3-A-1 21948 5M 8-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

September 10, 1935.

Mr. W. E. Chandler,
Division Engineer,
Salem, Ore.

Dear Sir:

We hand you herewith four copies each of the following descriptions for right of way involved in the proposed grade separation on 122nd Avenue, Portland:

Fred L. Gifford, Jr.	.075	Acres
O. R. & Christine Vorpahl	.133	"
John Stoller	.079	"
U.S. National Bank of Portland	.227	"
Ola J. Sharp Heirs	.036	"
Wm. Erdman	.324	"
Agnes Graves et al	.265	"
Henry and Rose Grassel	.133	"
H. W. Lange	.265	" and
Daisy L. Schafer	.130	"

These parcels are to be acquired by Multnomah County. Please furnish copies of these descriptions, (also maps) to the county officials for their use in negotiations with the owners for this property. Also request that they furnish us with certified copies of the deeds when obtained.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. W. Hackett
H.

CC to
R.H. Baldock ✓
J. M. Devers

CONTRACT# [redacted] 1826 SEE: CONTRACT #581

1826 SEE: Contract 581

CONTRACT# 1827

18-1103 Dairy-Bonanza Section 1936
Dairy-Bonanza Highway

1857

FORM D-A-1 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 21 1936

78-1103

December 18th, 1936

Dunn & Baker, Inc.
General Contractors
Post Office Box 451
Klamath Falls, Oregon

NOTED
State Highway Engineer

Attention: Mr. C. A. Dunn.

Dear Sir:

Reference is made to your letters concerning the change in plans on the Dairy-Bonanza Section between Stations 181 and 218.

I have read your letters, together with the reports of Division Engineer Chandler and Resident Engineer Kelley, but I fail to find any definite amount which you wish to claim for the extra work involved. It seems to me that Mr. Kelley's contention is that savings on the adjustment of adjacent grading work more or less involved with the particular borrow should at least be considered, although I think your contention is right in that surfacing work has no bearing on the subject.

I can discuss this with you personally at some convenient time.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AB

cc to: R. H. Baldock
W. E. Chandler

18-1103

#1827 ✓

October 7, 1936

Hartford Accident & Indemnity Company,
L. [illegible]iller, Agent,
Spalding Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1827 for the construction of the Dairy-Bonanza Section of the Dairy-Bonanza Highway in Klamath County has been completed by the contractors, Dunn & Baker, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 17, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished in connection with this contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $35,663.52, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 5-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

X

OREGON STATE HIGHWAY COMMISSION

SALEM

18-1103

September 28th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

Herewith, letter from Dunn & Baker requesting extra compensation for borrow material on the Dairy-Bonanza contract.

Please discuss this with Resident Engineer Kelley and make your recommendations. If you find that some adjustment is necessary, please show itemized estimate per cubic yard.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR
Enc.

cc to: R. H. Baldock ✓

#1827

x

18-1103

September 21, 1936

Hartford Accident & Indemnity Company,
L. M. Miller, Agent,
Spalding Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Dunn & Baker in connection with contract No. 1827 for the construction of the Dairy-Bonanza Section of the Dairy-Bonanza Highway in Klamath County. This payment will be made on or after October 10, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM E-A-1 10M 4-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM X

OREGON STATE HIGHWAY COMMISSION
SALEM

18-1103

August 4, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

~~Mr. J. M. Devers,~~
~~Attorney,~~
~~Office.~~

NOTED
[illegible]

Dear Sir:

Herewith correspondence file re a situation on the Dairy-Bonanza Highway, in Klamath County, wherein Mr. W. H. Casebeer requests that certain adjustments be made with him for damage to fences and ditches across his property.

Will you please prepare a form of agreement in conformance with the tentative agreement made by Resident Engineer C. C. Kelley, as outlined in paragraph 5 and 6 of his letter attached hereto.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. W. Hackett
H.

CC to R.H. Baldock ✓

FORM 3-C-1 22775 2M 6-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

to [illegible]

X

18-1103

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

July 27, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Attached is a letter from C. C. Kelley which is self explanatory.

I have not been over this project but feel that the settlement is okeh and I would approve having an agreement made up by Mr. Devers. I will be over this section the latter part of this week and in case I have any changes I will advise at that time. If you do not hear from me further please consider the matter approved.

Very truly yours,

W. E. CHANDLER
DIVISION ENGINEER

WEC/e
enc 1.

Form 238—5M—11-35

JUN 29 1936

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 27, 1936

Section Dairy-Bonanza

Kind of work Regrading & Resurfacing

Highway Dairy-Bonanza

Section prefix 18-1103 , State Project

Contractor Dunn & Baker

Contract number 1827

Date of contract February 10, 1936

Date of completion July 31, 1936

Date work started March 5, 1936

Estimated date of completion June 30, 1936

Amount of contract $32,783.00

Per cent of time elapsed 81 %

Estimated cost of completed project, exclusive of engineering $34,898.49

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $1550.00, 4.4 %

Date project was completed June 26, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Tractor and blade with small crew worked intermittantly during the week, trimming up shoulders and leveling the floors of ditches.

All work on the project completed Friday, June 26 and accepted on that date by Messrs. Lyile and Chandler, who were over the project.

Signed CRKelley

Address Klamath Falls, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	ENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.0	4.77			
Miles partially completed	7.0	4.77			
Miles completed	7.0	4.77			
Total estimated quantities	28,670	8285			
Estimated quantities moved or placed to date	28,670	8285			
Average daily quantities	0	0			
Average daily quantities necessary to complete project on time	0	0			
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	8				

Percentages of men employed on contract to be secured from:

Klamath County, 100 %; County, %; County, %; County, %

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men						Supervision	2
Men and teams						Skilled	2
Men and trucks under 3 tons						Intermediate	0
Men and trucks over 3 tons						Unskilled	4
Men and tractors							
						Total	8

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., 1-50 H.P. Cat.& 12' Blade, 1-30 Cat.& 4 c.y. MCM.

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear&Warm		
Monday	Warm		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

C6

18-1103

June 5, 1938

Mr. J. W. DeSouza
Office

Dear Sir:

Please refer to the communication to the undersigned as of June 5 from K. D. Lytle, relating to the price for fence moving on the Dairy-Bonanza job. Please advise if the cost can still be deducted from Mrs. Dunn's payment before I sign the attached order.

Very truly yours,

State Highway Engineer

RHB:HI
cc Mr. S. H. Probert

66

[illegible] 22778 5M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

JUN 4 1936

June 3, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

I am sending herewith for your approval price agreement covering the moving of 91 rods of fence on the Dairy-Bonanza job. When making the original right of way settlement Mrs. Dunn was allowed $0.50 per rod for moving this fence but due to various conditions she has asked us to do this work. The cost of this will be deducted from the final settlement with Mrs. Dunn.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

kdl/e
encl.
cc J. W. DeSouza

66

FORM 5-C-1 88775 5M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

18-1103

May 2, 1936

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In accordance with our conversation I am sending herewith Authorization for Additional Expenditure of $2,464.40, on the Dairy-Bonanza section. I also enclose copy of Mr. Kelley's letter regarding the necessity for additional expenditure.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

kdl/e
encls.

RECEIVED
MAY 4 - 1936
OFFICE OF
CONST[illegible]

18-1103

March 19, 1936

Dunn & Baker
Box 431
Klamath Falls, Oregon

Dear Sirs:

By express we are forwarding to you today a fully executed copy of contract no. 1827, awarded to you on February 10, 1936, for the regrading of 7.00 miles and resurfacing of 4.77 miles of the Dairy-Bonanza Section of the Dairy-Bonanza Highway in Klamath County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DP

18-1103

March 11, 1936

Dunn & Baker
General Contractors
Klamath Falls, Oregon

Attention: C. A. Dunn

Gentlemen:

In reply to your letter of March 9th, this will advise that inasmuch as the Dairy-Bonanza Project is being financed entirely with state funds, there will be no objection to your making pay roll deductions to cover hospitalization service furnished your employees.

It is only in connection with projects on which federal funds are being used that deductions for hospitalization are prohibited.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:[illegible]

C. A. DUNN, PRESIDENT

J. M. BAKER, SECRETARY

DUNN & BAKER
INCORPORATED
GENERAL CONTRACTORS

KLAMATH FALLS, OREGON

RECEIVED

March 9, 1936

Oregon State Highway Commission,
Salem, Oregon

Att: Mr. S. H. Probert:

Gentlemen:

It has been called to our attention that hospitalization can be deducted from the Dairy-Bonanza Job as it is financed entirely by State funds, however, the copy of the contract which we received does not so state.

If it is true that hospitalization can be deducted on this project, we would appreciate a letter from you setting forth this fact.

Respectfully yours,

DUNN & BAKER

By, Dunn

CAD:kb

C. A. DUNN, PRESIDENT

J. M. BAKER, SECRETARY

DUNN & BAKER
INCORPORATED
GENERAL CONTRACTORS

KLAMATH FALLS, OREGON

RECEIVED
1, 1936

March 9, 1936

Oregon State Highway Commission,
Salem, Oregon

Att: Mr. S. H. Probert:

Gentlemen:

It has been called to our attention that hospitalization can be deducted from the Dairy-Bonanza Job as it is financed entirely by State funds, however, the copy of the contract which we received does not so state.

If it is true that hospitalization can be deducted on this project, we would appreciate a letter from you setting forth this fact.

Respectfully yours,

DUNN & BAKER

By,

CAD:kb

18-1103

February 19, 1936

Dunn & Baker
Box 431
Klamath Falls, Oregon

Gentlemen:

We are sending to you today, by express, four copies of State Highway Contract No. 1827 which was awarded to you on February 10, 1936 covering 7.00 miles of regrading and 4.77 miles of resurfacing in the Dairy-Bonanza section of the Dairy-Bonanza Highway in Klamath County.

Will you please execute all four copies of this contract as to agreement and bond and return them to this office for the approval of the State Highway Commission. When this is secured a fully executed copy will be returned to you for your files. An executed copy will also be furnished to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the printed Special Provisions relating to payment by the contractor of amounts due hospital associations et cetera.

Yours very truly
STATE HIGHWAY COMMISSION

BY

Secretary

DP

FORM 5-A-1 5M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

18-1103

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

February 11th, 1936

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

The right of way department advises that it is impossible to secure an easement for the ditch across the property of Jonah Sparks on the Dairy-Bonanza Section, and that there is no provision in the law which allows us to condemn for such purposes.

There is a logging railroad right of way which somewaht parallels this ditch across this property and passes out at the quarter corner between Sections 6 and 31. This railroad is to be built by the Hovey people, and they have no objection to our placing a ditch on their right of way. I suggest, therefore, that you request Mr. Kelley to run a survey for this ditch following the inside edge of the railroad right of way, where we can waste the excavation inside the right of way, and they can level it off for their roadbed. If this be impractical, we will have to eliminate this ditch from the contract, unless you have some personal influence on Mr. Sparks.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

18-1103

RECEIVED
FEB 6 1936
OREGON
STATE HIGHWAY COMMISSION

February 4, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Reference is made to your letter of February 3 regarding depth of surfacing between Station 267 and 295 on the Dairy-Bonanza Highway.

Before deciding on surfacing depths we measured the amount of material in the road at the present time. Between the above mentioned stations we find that there was none of the old rock left and for that reason the five inch was specified.

Very truly yours,

K. D. LYTLE
Division Engineer

rhb/e

FORM 5-A-1 5M 1-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

CC

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Const
Projects
Primary
18-11

February 3rd, 1936

IN REPLY PLEASE
REFER TO FILE NO.

State Highway Engineer

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

In looking over the specifications for the Dairy-Bonanza surfacing, I note that there is a 5" depth specification from Station 267 to 295, which is on higher ground than the adjacent sections specified for only a 4" depth. Will you kindly check this over carefully before laying the surfacing to make sure that the best disposition possible is being made of the surfacing material.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 5-C-1 88775 2M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

Const
Projects
Advance Data
8-1103

January 18, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

In regard to the job of draining the Dairy Bonanza Highway, the plans for which are being sent to you under separate cover.

When I was down I advised you that the estimate was about eight or nine thousand but when the job came in last night I find that as usual it had grown a lot during the last week, to $14,700.

The general plan is to drain all pot holes and install drains in side ditches. The materials taken from these drains being used in widening and in places raising the present grade. The total of roadbed raised or merely widened is 2.30 miles and on the balance of the line no change is made in either the width or height of the present grade.

If it is later decided to bring this road to a higher standard and oil it no loss would be suffered by reason of doing the proposed work except that if the grades were raised higher we would be put to the additional cost of salvaging the surfacing materials that we intend to put in at this time.

The proposed work will have to be done at some future time if not done now. The performance of this work would insure the stability of the surfacing we intend to put on at this time. If I was certain that the amount of surfacing to be put on would be adequate to keep the traffic out of the mud at all times I would not recommend that the drainage be done but the quantities of surfacing materials was held way below what we generally recommend. The argument might be set forth that we should double the amount of rock surfacing rather than do this drainage work but I am sure that even tho these quantities were thus increased we would be required to do the drainage work at some future time, so I believe the drainage should be done in preference to the increasing of the surfacing.

Very truly yours,

K. D. LYTLE
Division Engineer

kdl/e

18-1103

December 11, 1935

Mr. Earl C. Reynolds
Executive Secretary
Klamath County Chamber of Commerce
Klamath Falls, Oregon

Dear Mr. Reynolds:

Reference is made to your letter of recent date, in regard to the improvement of the Dairy-Bonanza Highway. You were present at the last meeting of the Commission and I believe that you were informed at that time that the Commission had appropriated $15,000 to fix up this road. This letter is simply to confirm that action. I am not advised when this work will be undertaken. Indications are that this project will be advertised for bids to be received at the February meeting of the Commission.

Very truly yours,

Secretary

HBG:MBL

PERCY MURRAY
VICE-PRESIDENT

E. A. DUNHAM
TREASURER

KLAMATH COUNTY CHAMBER OF COMMERCE
EARL C. REYNOLDS, EXECUTIVE SECRETARY
KLAMATH FALLS, OREGON

RECEIVED
NOV 23 1935

Mr. R. H. Baldock, State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Baldock:

During the visit of the state highway commission and yourself to Klamath Falls on October 16 assurance was given citizens of Bonanza that some work would be done on the Bonanza highway. Several residents of that community have asked me what progress was being made in this regard and I have been unable to answer their questions. If you care to make a statement in this regard I certainly would appreciate it so that I can pass this information along to Bonanza residents.

Thank you for your cooperation in this request.

Sincerely yours,

Earl C. Reynolds
Executive Secretary

ECR:ms

FORM 2-A4 5M 9-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

18

November 9, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle
Division Engineer
Bend, Oregon

NOTED
Highway Engineer

Dear Sir:

The Commission was unwilling to authorize the construction of the Dairy-Bonanza Section for the amounts which you recently submitted, but suggested that you give further consideration to a project which would stabilize the worst sections of this road and provide additional maintenance material in case of breakups. They had in mind the amount of approximately $15,000.

Please make a report concerning the possibility of making this road passable for spring traffic for this sum of money

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

H. B. GLAISYER, SE
CARL G. WASHBURNE, EU
E. B. ALDRICH, PENDLETON
HENRY F. CABELL, CHAIRMAN, POR
COMMISSIONERS

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK	
ACCT'G INFMN.	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM ORG NOV 5 1935

K D LYTLE

STATE HIGHWAY DEPT BEND ORG

SEND REVISED ESTIMATE DAIRY BONANZA SECTION FOR ACTION COMMISSION THURSDAY

R H BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

kdl/e
encls.

C-1 82775 3M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

November 6, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. H. G. Smith.

Dear Sir:

In response to your telegram I am enclosing herewith estimates on the cost of reconstructing the Dairy-Bonanza Highway. These estimates are based only on reconnaissance notes.

When we figured the job in the hotel at Klamath Falls we brought the grading and surfacing down to 56,000 but in checking this over I was not able to get anything that low again.

This letter is being sent special delivery to you at Portland as I did not get your wire in time to send it to Salem, being absent from Bend yesterday.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

kdl/e
encls.

ESTIMATE OF COST

DAIRY-BONANZA HIGHWAY

STATION 0/00 TO STATION 356/00 6.74 MILES

K. D. LYTLE NOV. 6, 1935

SUMMARY OF ESTIMATES.

PLAN NO. 1	
Grading and Surfacing	65,396.48
OILING	#
Surface Treatment	77,867.00
0-9	87,505.00
0-11	94,177.00
B-12	120,126.00
PLAN NO.2	
Grading & Surfacing	63,603.00
Surface Treatment	75,894.00
0-9	85,532.00
0-11	92,205.00
B-12	118,154.00
PLAN NO. 3	
B-12	113,350.00

# Includes cost of grading, surfacing and oiling plus 10 per cent for Engineering.

ESTIMATE OF COST
OF
OILING

Surface Treatment	$ 800.	per mile
0-9 Specification	2100	" "
0-11 Specification	3000	" "
B-12 Specification	6500	" "

COST FOR JOB

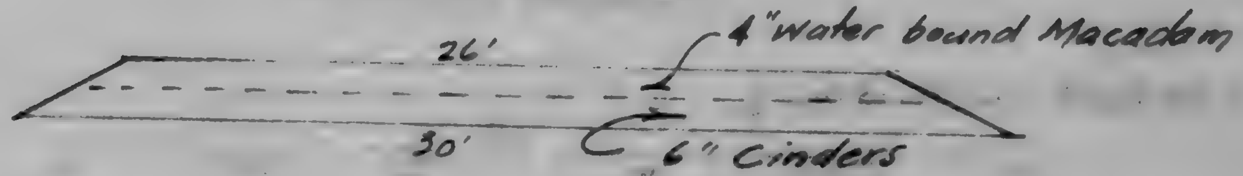
Surface Treatment	$ 5392.00
0-9	14154.00
0-11	20220.00
13-12	43810.00

GRADING ITEMS

Clearing & Grubbing	All Required			400.00
Excavation Single Classification	40,000 c. y.	@	$ 0.20	8000.00
Truck Excavation	400 c. y.	@	0.50	200.00
Overhaul	25,000 c. y.	@	0.02	500.00
Truck haul	10,000 yd. mi	@	0.15	1500.00
Finishing Roadbed & Slopes	6.74 miles	@	200.00	1348.00
18" Concrete Pipe	1000 lin. ft.	@	1.60	1600.00
24" " "	60 " "	@	3.00	180.00
30" " "	60 " "	@	4.50	270.00
18" Siphon Pipe	120 " "	@	2.00	240.00
24" " "	60 " "	@	3.25	195.00
Concrete	20 c. y.	@	20.00	400.00
				$ 14,833.00

SURFACING ESTIMATE

PLAN 1.



Quantities per mile		Miles	Total
Cinders	2350 c. y.	6.74	15839
Crushed Rock	2500 c. y.	6.74	16850
Filler in Cinders	400 c. y.	6.74	2696
Sprinkling	300 M-Gals	6.74	2022

ESTIMATE OF COST

# Cinders	15839	c. y.	@	$1.10	$17,422.90
Crushed Rock	16850	c. y.	@	1.75	29,487.50
Filler	2696	c. y.	@	0.35	943.60
Hauling Filler	4044	y. m.	@	0.12	485.28
Sprinkling	2022	M-Gal.	@	1.10	2,224.20
					$ 50,563.48

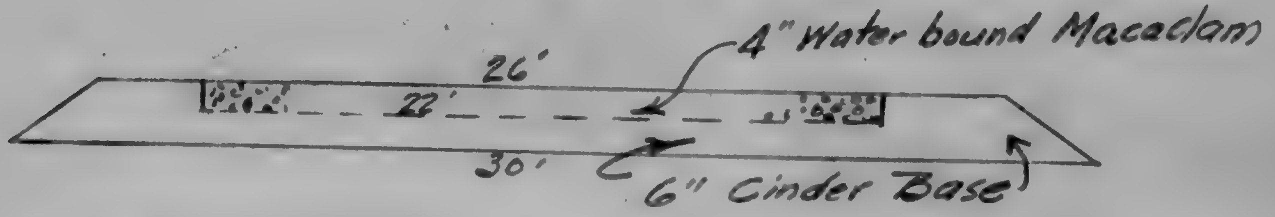
Average haul on cinders 9.5 miles

Haul costs 0.8 per yd. mi.

Loading & Street work 0.25

SURFACING ESTIMATE

PLAN 2.



6" Cinder Base

4" Waterbound Macadam 22' Wide

	Yards Per Mile	Mile	Total Quantities
Cinders	2750 c. y.	6.74	18535
Crushed Rock	2050 c. y.	6.74	13817
Filler	450 c. y.	6.74	3033
Sprinkling	350 M-Gals	6.74	2359

ESTIMATE OF COST

Cinders	18535	c. y.	@	1.10	$ 20,388.50
Crushed Rock	13817	c. y.	@	1.75	24,179.75
Filler	3033	c. y.	@	0.35	1,061.55
Filler Haul	4550	yd. mi.	@	0.12	546.00
Sprinkling	2359	M-Gal	@	1.10	2,594.90
					$ 48,770.70

14,831

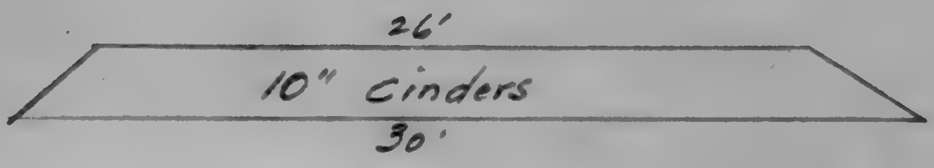
63602

75,854

139457

SURFACING ESTIMATE

PLAN NO. 3



This plan can only be used with a heavy bituminous top such as B-12

	C. Y. Per Mile	Miles	Total
Cinders	5500	6.74	37,070
Filler	600	6.74	4,044
Sprinkling	200	6.74	1,348

ESTIMATE OF COST

Cinders	37,070 c. y.	@	$ 1.10	40,777.00
Filler	4,044 c. y.	@	0.35	1,415.40
Filler Haul	6,066 y. m.	@	0.12	727.92
Sprinkling	1,348 M. Gals	@	1.10	1,482.80
				$ 44,403.12

CONTACT# 1823

176-C Pringle Creek-Taylor Creek Sec. 1936

#1828

RECEIVED
OCT 19 193
FOR FILING

RECEIVED
19 1938

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 176-C

POST OFFICE BUILDING
PORTLAND, OREGON

October 18, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In reviewing the agreement estimate dated June 2, 1938, for Oregon F.A.P. 176-C, Pringle Creek-Taylor Creek section of the Pacific Highway, our Washington Office made the following comment concerning crediting reimbursement for the $3,003 segregated for footpaths on Contract No. 1828 to the required minimum allotment for roadside improvement.

> "In the present case no question will be raised in regard to these footpaths as performed with 1 percent minimum allotment funds. In all future projects of this character, however, footpath construction may be properly included as a part of the minimum requirement for roadside improvement work only where the amount of such construction is incidental to the total expenditure involved in a comprehensive roadside improvement project."

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

Fro

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DEC 13 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
DEC 11 1937
OREGON
STATE HIGHWAY COMMISSION

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No. 176-C

December 9, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 176-C, Pringle Creek-Taylor Creek section, Pacific Highway, was made by a representative of this office on November 9, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

#1828

RECEIVED
MAY 17 1937
FOR FILING
176-e

May 15, 1937

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1828 for the construction of the Pringle Creek-Taylor Creek Section of the Pacific Highway in Marion County has been completed by the contractor, Roy L. Houck, and that final settlement will be made by the State with said contractor for work done under said contractoron or after May 25, 1937.

The State is not advised of any claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contracter. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $108,934.24, including the final payment. Of this amount $1,665.62, was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 14 1937
OREGON
STATE HIGHWAY COMMISSION

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon 176-C
Pringle Cr.-Taylor Cr.
Sec. of Pac.Hwy.

176-C

May 13, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Tron

$83,598.45 $108,981.33

Appr 28513

Section C
Oregon Project No. 176

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on April 17, 1936, by the Oregon State Highway Commission, and on June 26, 1936, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section C of Oregon project No. 176; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section C to provide for extending the project from survey station 87+30 to survey station 85+00 and from survey station 335+00 to survey station 382+50, thereby increasing its length from 4.684 miles to 5.469 miles, and to provide for the construction of a Portland cement concrete pavement over its entire length; and by reason thereof has requested that the estimate of cost approved for said Section C be increased from $105,414.65 to $309,992.00 and that the Federal funds approved and set aside to the credit of said Section C be increased from $64,302.93 to $189,100.00;

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section C be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of one hundred eighty-nine thousand, one hundred and no/100 dollars ($189,100.00) as the share of the United States payable under said act on account of said Section C, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article II shall read:

> "Article II. This agreement covers the following highway as described in detail in said surveys, plans and specifications:
>
> "Between survey station 85+00 in the NE 1/4, Section 10, T. 8 S., R. 3 W., W.M. and survey station 382+50 in the NE 1/4, Section 2, T. 9 S., R. 3 W., W.M., length 5.469 miles, in Marion County, being Section C of Oregon project No. 176, consisting of 5.453 miles of roadway and one bridge of more than 20 feet clear span, 0.016 of a mile in length."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said Section C shall not in any event exceed the sum of one hundred eighty-nine thousand, one hundred and no/100 dollars ($189,100.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of three hundred nine thousand, nine hundred ninety-two and no/100 dollars ($309,992.00), the approved total estimated cost of said Section C."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 20th day of March, 1937, and the Secretary of Agriculture on the 26th day of April, 1937.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By E. B. Aldrich
Member, State Highway Commission

By
Member, State Highway Commission

SECRETARY OF AGRICULTURE

By W. J. O'Leary
Acting Chief, Bureau of Public Roads

Section C
Oregon Project No. 176

Price Agreement No. 2 (Cement Adj. - Deduct) (60.48)
$[illegible] $108,981.33

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 176-C, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 309,992.00 in lieu of the $64,302.93 approved by Cert. of June 26, 1936 as the total estimated cost of said project, and the sum of $ 189,100.00/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 26th day of April one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 9—4220

Price Agreement No. 2 (Cement Adj. - Deduct)
$83,593.45

(CO 43)
$108,981.33

Baldock ✓

RECEIVED
MAY 20 1937
FOR FILING
176-C

April 9th, 1937

NOTED
State Highway Engineer

FINAL COST ANALYSIS

Pacific Highway, Pringle Creek-Taylor Creek Section
Contract 1828, Prefix 24-1103
Roy L. Houck, Contractor
H. S. Swart, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Clearing & Grubbing	$2,130.30	All			$2,500.00
Trench Excavation	1,903.40	2,840.9 cu. yd.	0.67	1.00	2,840.90
Common "	28,935.11	281,582.3 cu. yd.	0.103	0.18	50,684.81
Solid Rock Excavation	13,010.26	27,681.4 cu. yd.	0.47	0.60	16,608.84
Overhaul	3,193.03	319,303 yd. sta.	0.01	0.01	3,193.03
Truck Haul	10,727.30	107,273 yd. mi.	0.10	0.10	10,727.30
Finishing Roadbed & Slopes	1,813.50	4.65 Miles	390.00	100.00	465.00
Rounding Cutbanks	1,160.39	16,577 lin. ft.	0.07	0.10	1,657.70
12 " Concrete Pipe	843.60	888 lin. ft.	0.95	1.00	888.00
18" " "	1,795.95	921 lin. ft.	1.95	2.00	1,842.00
Rock Backfill in Drains	68.25	35 cu. yd.	1.95	1.50	52.50
Rock Surfacing	1,089.00	495 cu. yd.	2.20	1.50	742.50
*Treated Lbr. in Culv.	8,963.86	104.413 M-FBM		85.00	8,875.11
* " " " Bridge	2,596.41	27.060 M-FBM		95.00	2,570.70
*Class "A" Concrete	451.35	22 cu. yd.		21.00	462.00
*Class "D" Concrete	1,426.80	69.43 cu. yd.		21.00	1,458.03
*Metal Reinforcement	964.12	19,091.4 lbs.		0.05	954.57
*Composite Handrail	706.80	174.95 lin. ft.		4.00	699.80
Price Agreement No. 1	153.40				153.40
Force Account No. 1	145.07				145.07
" " No. 2	974.06				974.06
" " No. 3	343.16				343.16
" " No. 4	203.33				203.33
Price Agreement No. 2 (Cement Adj. - Deduct)					(60.48)
	$83,598.45				$108,981.33

* Sublet at Bid Prices

Gross Earned	$108,981.33
Total Cost	83,598.45
Net Profit	$25,382.88

Net Profit Equals 23% of Gross Earned

Pringle Creek-Taylor Creek Section

Detail of Cost

Labor:

Supervision	$2,644.79	
Labor	20,680.35	
State Industrial Accident Insurance	702.51	
State Unemployment Insurance	182.19	
Supervision (R. L. Houck 5 Mos. at $200.00)	1,000.00	
		$25,209.84

Materials (Not Including Sub-contract):

12" Concrete Pipe	888 lin. ft. at 0.65	577.20	
18" " "	921 lin. ft. at 1.60	1,473.60	
9" Corr. Iron Pipe	400 lin. ft. at 0.74	296.00	
9" " " "	166 lin. ft. at 0.80	132.80	
9" " " " Bands	19 each at 1.01	19.21	
9" " " " "	4 each at 1.10	4.40	
8" " " "	24 lin. ft. at 0.74	17.76	
12" Corr. Iron Pipe	126 lin. ft. at 0.85	107.10	
12" " " Bands	2 each at 1.15	2.30	
2" Galv. Iron Pipe	63½ lin. ft. at 0.24	15.30	
Gravel for Backfill	16 cu. yd. at 2.05 (Del'd)	32.80	
" " "	35 cu. yd. at 1.80 "	63.00	
Crushed Rock Surfacing	495 cu. yd. at 2.00 "	990.00	
Catch Basin Grate	1 each at 4.50	4.50	
			3,735.97

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental		26,561.00	
Gas, Oil & Grease		3,812.08	
Lumber & Hdw. for Temporary Construction		224.83	
Cable for Scrapers		1,286.22	
Small Tools, Repairs & Misc. Supplies		3,292.28	
Freight		442.69	
Explosives		345.17	
Misc. Overhead Expense		1,248.61	
Move In		450.00	
Bond 1%		1,089.81	
Home Office 1% Gross Earned		940.22	
Payment to J. F. Johnston, Sub-Contractor:			
Treated Lumber in Culverts	$8,875.11		
" " " Bridge	2,570.70		
Class "A" Concrete	446.88		
Class "D" Concrete	1,412.67		
Metal Reinforcement	954.57		
Composite Handrail	699.80	14,959.73	
			54,652.64
Cost Grand Total			$83,598.45

Pringle Creek-Taylor Creek Section

REMARKS:

Work on this contract was started March 4th, 1936 and finished Dec. 2nd, 1936.

Part of the clearing was done gratis by local people for the wood that was in it; this reduced the contractor's cost considerably.

Excavation was started April 15th, using 12 cu. yd. LeTourneau Carryalls and 95 H.P. cats. The scrapers were used single for the first two or three weeks, and then brought enough of them to make 3 tandem units. During the latter part of the job, the contractor had 5 cats and 7 Carryalls on the job and worked them 3-7 hr. shifts per day. The common excavation was ideal material for scrapers. Some of the material was hauled a distance of 4200 feet with the tandem units. Three tandem units, each working 3-7 hr. shifts, moved a total of 4552 cu. yds. in one day on a 1620 ft. average haul, an average of 72 cu. yds. per hour per unit.

The solid excavation was found in the large cut at the north end of the contract and in the long shallow cut near the Fabry Road. The material in the cut at the north end was shot very lightly and then with the use of a ripper the material was loosened so that the scrapers were able to load with ease. The solid material encountered in the Fabry Road cut consisted entirely of boulders that were so strewn throughout the common that nearly each one had to be trenched out with a dozer, cast aside, and then later loaded on trucks by a cat equipped with a loading rig.

The treated lumber culverts and the treated lumber bridge were sublet to J. F. Johnston at bid prices. The culvert work was started about the first of July and was carried on at a very slow rate of progress, which consequently tended to hold up grading operations, making it necessary for the grading contractor to be continually moving his equipment from one end of the job to the other, excavating what quantities he could without interfering with the culvert & bridge work.

The contract would have shown greater profit if the treated lumber culvert and bridge installations had been completed at an earlier date. An excessive amount of finishing also decreased the profit.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

#1828

RECEIVED
MAR 22 1937
FOR FILING
176-e

March 22, 1937

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Roy L. Houck on Contract No. 1828 for the construction of the Pringle Creek-Taylor Creek Section of the Pacific Highway in Marion County. This payment will be made on or after March 31, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form [illegible]—5M—7-36

176 C

[illegible]GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 13, 1937

Section Pringle Creek-Taylor Creek

Kind of work Grading

Highway Pacific

Section prefix 24-1103; F. A. 176-C

Contractor Roy L. Houck

Contract number 1828

Date of contract Feb. 14, 1936

Date of completion Nov. 30, 1936

Date work started ...., 193....

Estimated date of completion ...., 193....

Amount of contract $ 95,831.50

Per cent of time elapsed 100. %

Estimated cost of completed project, exclusive of engineering $ 108,981.33

Per cent of contract completed, based on total contract price 100. %

Engineering cost to date, $ 6272.00, 5.75 %

Date project was completed Dec. 2, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi Final Estimate is completed and will be submitted to the Division Office March 13th.

MAR 15 1937

RECEIVED
MAR 15 1937
DIVIS[illegible]ER

Signed H G Swart

Address Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAR 10 1937
FOR FILING

176-e

March 10, 1937

Great American Indemnity Company
241 Sansome Street
San Francisco, Calif.

Attention: Wm. C. Price, Bonding Dept.

Gentlemen:

Reference is made to your letters of March 4 concerning the Roy L. Houck contract No. 1828, Pringle Creek-Taylor Creek Section in Marion County, and the E. H. Itschner and E. L. Rigdon contract No. 1801, Aubrey-Eugene Section in Lane County.

You are advised that final payment has not yet been made in connection with either of the above contracts.

We will advise yourPortland agent of the total contract price in each of the above instances 10 days before the final payment is made.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

#1828

RECEIVED

JESSE S. PHILLIPS
CHAIRMAN OF THE BOARD

WILLIAM H. KOOP
PRESIDENT

PACIFIC DEPARTMENT

Great American
Indemnity Company
New York

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

233 SANSOME STREET
SAN FRANCISCO, CAL.
TELEPHONE EXBROOK 0360

March 4, 1937

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

RE: Bond 109805 - Roy L. Houck
For the 4.6 miles grading Pringle
Creek Taylor Creek Section on the
Pacific Highway in Marion County,

Sometime ago you advised us of the completion and acceptance of the above contract.

In order that we may make the proper premium adjustments with our principal, it is necessary that we know the final total contract price.

If you can now furnish us with this information it will be sincerely appreciated.

Yours very truly,

BONDING DEPARTMENT

Wm. C. Price
Wm. C. Price

WCP:SH

Form 338—5M—7-36

H G Smith

176-e

[illegible]EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 6, 1937

Section Pringle Creek-Taylor Creek

Highway Pacific

Contractor Roy L. Houck

Date of contract Feb. 14, 1936

Date work started March 4, 1936

Amount of contract $95,831.50

Kind of work Grading

Section prefix 24-1103; F. A. 176-C

Contract number 1828

Date of completion Nov. 30, 1936

Estimated date of completion ...., 193....

Per cent of time elapsed 100. %

Estimated cost of completed project, exclusive of engineering $99,735.72

Per cent of contract completed, based on total contract price 100. %

Engineering cost to date, $6100.00, 6.12 %

Date project was completed Dec. 2, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work on contract completed. Semi Final Estimate being made up. Map showing location of buildings moved prior to grading work and new buildings that have been erected recently along this section was completed. Two members of field party on work of setting R/W posts ½ day this week.

RECEIVED
MAR 8 - 1937
OFFICE OF
CONST[illegible] ENGINEER

NOTED
H. G. SMITH

Signed

Address Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAR 1 1937
FOR FILING

176-C

February 27, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of revised estimate as basis for project agreement for the Pringle Creek-Taylor Creek Section, F. A. Project No. 176-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

RECEIVED

Oregon State Highway Department — Federal Aid Project No. 176-C

PRINGLE CREEK-TAYLOR CREEK SECTION

OF THE PACIFIC HIGHWAY IN MARION COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, February 26, 1937

Grading (Contract No. 1828)

All Required		Clearing and Grubbing		$ 2,500.00
700	cu. yds.	Trench Excavation	$ 1.00	700.00
290,500	cu. yds.	Common Excavation	0.18	52,290.00
5,500	cu. yds.	Solid Rock Excavation	0.60	3,300.00
313,000	yds. sta.	Overhaul	0.01	3,130.00
108,000	yd. mi.	Truck Haul	0.10	10,800.00
4.64	miles	Finishing Roadbed and Slopes	100.00	464.00
10,000	lin. ft.	Rounding Cutbanks	0.10	1,000.00
200	lin. ft.	6" Porous Drain Tile	0.60	120.00
700	lin. ft.	12" Concrete Pipe	1.00	700.00
700	lin. ft.	18" Concrete Pipe	2.00	1,400.00
10	cu. yds.	Rock Backfill in Drains	1.50	15.00
350	cu. yds.	Rock Surfacing	1.50	525.00
50	cu. yds.	Filler	0.25	12.50
50	yd. mi.	Hauling Filler	0.10	5.00
110	M-FBM	Treated Lumber in Culverts	85.00	9,350.00
				$ 86,311.50

Grading & Paving (Contract No. 1925)

All Required		Clearing and Grubbing		$ 500.00
250	cu. yds.	Trench Excavation	$ 1.00	250.00
63,000	cu. yds.	Common Excavation	0.18	11,340.00
2,000	cu. yds.	Solid Rock Excavation	0.50	1,000.00
21,000	yd. stas.	Overhaul	0.01	210.00
34,000	yd. mi.	Truck Haul	0.12	4,080.00
5.45	miles	Finishing Roadbed and Slopes	100.00	545.00
2,700	lin. ft.	Rounding Cutbanks	0.07	189.00
550	lin. ft.	12" Concrete Pipe	1.25	687.50
100	lin. ft.	18" Concrete Pipe	2.50	250.00
400	lin. ft.	24" Concrete Pipe	3.00	1,200.00
2	only	Concrete Catch Basin	15.00	30.00
2,100	sq. yds.	Removal of Old Pavement	0.10	210.00
41,000	cu. yds.	Rock Sub-base	0.75	30,750.00

6,200	cu. yds.	1" - 0" Materials in Base and Shoulders	$ 1.40	$ 8,680.00
2,500	cu. yds.	1" - 3" Materials in Cushion Course	1.15	2,875.00
2,100	cu. yds.	¾" - 0" Materials in Cushion Course	1.15	2,415.00
1,000	cu. yds.	Rock Footpaths	2.00	2,000.00
2,600	cu. yds.	Filler	0.20	520.00
2,600	yd. mi.	Hauling Filler	0.20	520.00
70,500	sq. yds.	Portland Cement Concrete Pavement	1.52	107,160.00
7,500	lin. ft.	Expansion Joints	0.15	1,125.00
36,000	lin. ft.	Contraction Joints	0.02	720.00
36,500	only	Dowels	0.14	5,110.00
31,000	lbs.	Tie Bars and Reinforcement	0.05	1,550.00
0.51	mile	Preparation of Base	125.00	63.75
320	cu. yds.	Mineral Aggregate in Place	3.25	1,040.00
30	tons	No. 3 Road Oil in Place	32.00	960.00
				$ 185,980.25

Subtotal	$ 272,291
10% Engr. & Cont.	27,229
Total	$ 299,520

Bridge (Contract No. 1828)

29	M-FBM	Treated Lumber in Bridge	$ 95.00	$ 2,755.00
50	cu. yds.	Class "A" Concrete	21.00	1,050.00
65	cu. yds.	Class "D" Concrete	21.00	1,365.00
18,000	lbs.	Metal Reinforcement	0.05	900.00
180	lin. ft.	Composite Handrail	4.00	720.00

Subtotal	$ 6,790
10% Engr. & Cont.	679
Total	$ 7,469

Length of Roadway	5.453 miles
Length of 1 Bridge	0.016 "
Total Length	5.469 "
Cost per mile, Roadway	$ 54,927

Roadside Improvement (Footpaths)
(Sta. 87+50 to 301+00)(Contract No. 1828)

9,500	cu. yds.	Common Excavation	$ 0.18	$ 1,710.00
500	cu. yds.	Solid Rock Excavation	0.60	300.00
12,000	yd. sta.	Overhaul	0.01	120.00
6,000	yd. mi.	Truck Haul	0.10	600.00
			Subtotal	$ 2,730
			10% Engr. & Cont.	273
			Total	$ 3,003

Length 4.025 miles
Cost per mile $ 746.08

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 299,520	$ 182,712	$ 116,808
Bridge	7,469	4,556	2,913
Roadside Improvement	3,003	1,832	1,171
	$ 309,992	$ 189,100	$ 120,892

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
FEB 24 1937
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

February 23, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to our letter of January 13, 1937, requesting a revised estimate for Oregon Federal Aid Project No. 176-C, Pringle Creek-Taylor Creek Section, to be segregated to show the footpath separately in order that the State may receive credit for this work as roadside improvement.

We are still holding the papers in this office pending receipt of the revised estimate, and would appreciate an answer to our letter mentioned above.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

January 13, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to the estimate of November 25, 1936, submitted as the basis of a modification of the project agreement for Oregon Federal Aid Project 176-C, Pringle Creek-Taylor Creek section of the Pacific Highway, please submit six copies of a revised estimate segregating footpaths as a roadside improvement on the work already under agreement as shown in the approved estimate dated March 2, 1936.

It was not the intention of the Washington Office to make the decision excluding cost of footpaths from the minimum one percent required for roadside improvements retroactive where the District Engineers had previously committed themselves.

As inclusion of this money appears necessary to make up the required one percent of 1936 Federal Aid funds, we request that you prepare the estimate, clearly segregating it.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

FORM 2-A-1 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 13 1937
FOR FILING
176-e

January 12, 1937.

Mr. E. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

Dear Sir:

May we have your concurrence in the extension of time for 2 days from November 30th to December 2nd, 1936, Roy L. Houck's contract #1826, on the Pringle Creek-Taylor Creek Section of the Pacific Highway FA 176-C.

All general grading and finishing work was completed early in the Fall except the final finishing of the roadbed and ditches. This was purposely delayed in order to secure better compaction and a better job after the ground was softened by the Fall rains. When it became evident that there would be no rains before the time limit for completion of the contract, the contractor put on a large crew of labor with cat and blade, but was unable to complete the work until December 2nd. Although a satisfactory finish was secured a much better job would have been obtained if it had not been so dry.

Since the construction was on a new alignment traffic was not interfered with nor inconvenienced and engineering costs were not increased, it is recommended that the extension of time be granted without penalty.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock

1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
JAN 13 1937
FOR FILING
176-C

January 11, 1937

IN REPLY PLEASE REFER TO FILE NO.
24-1103

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. B. Glaisyer.

Dear Sir:

Herewith a request from Roy L. Houck, with consent of surety, for an extension of time on the Pringle Creek-Taylor Creek Section of the Pacific Highway of two days, to cover the time required to complete the work on this contract.

All general grading and finishing work was completed early in the fall. There was a certain amount of final finish work in the way of ditching and final blading that could have been done much cheaper and more efficiently, with better results, after the ground had been softened by rains. This work was purposely delayed by Mr. Houck in order to get the benefit of the fall rains and to get a better finished job on this contract. When it became evident that there would be no fall rains before the time limit for completion, he put a large crew of labor with "cat" and blade to clean up all the required details. All work was not completed, however, until two days after the contract time limit.

This overrun of time on the contractor's part affected traffic in no way, since it is new construction, nor did it increase our engineering costs, as other work occupied the engineering force. The expense of the time of an inspector was no more during the time the work was done ~~when it was done~~ than it would have been earlier in the fall. It is recommended that no penalty be imposed on Mr. Houck and that the time be extended as requested.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON, PORTLAND
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
JAN 8 1937
FOR FILING

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January 5, 1937

IN REPLY PLEASE
REFER TO FILE NO.
24-1103

Mr. R. L. Houck,
1585 N. 20th Street,
Salem, Oregon.

Dear Sir:

On December 22 we requested that you submit a request for an extension of time with the written consent of your surety, covering the period from November 30 to December 2, on the Pringle Creek-Taylor Creek project, contract No. 1828. We are anxious to have this request for extension of time as soon as possible in order to eliminate delay in releasing your final estimate.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc H. B. Glaisyer
H. G. Smith

IH 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

176-C

December 22, 1936

IN REPLY PLEASE REFER TO FILE NO.

24-1103

Mr. R. L. Houck,
1585 N. 20th Street,
Salem, Oregon.

Dear Sir:

Your contract No. 1228 has overrun the time limit by two days. It will, therefore, be necessary to submit a request for an extension of time with the written consent of your surety covering the period from November 30 to December 2. This is the Pringle Creek-Taylor Creek Section.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc H. B. Glaisyer

RECEIVED
NOV 30 1936
FOR FILING

176-C

November 25, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Pringle Creek-Taylor Creek Section, F. A. Project No. 176-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by S. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. 176-C

PRINGLE CREEK-TAYLOR CREEK SECTION
OF THE PACIFIC HIGHWAY IN MARION COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, November 21, 1936

Grading (Contract No. 1028)

All Required		Clearing and Grubbing		$ 2,500.00
700	cu. yds.	Trench Excavation	$ 1.00	700.00
300,000	cu. yds.	Common Excavation	0.18	54,000.00
6,000	cu. yds.	Solid Rock Excavation	0.60	3,600.00
325,000	yd. stas.	Overhaul	0.01	3,250.00
114,000	yd. mi.	Truck Haul	0.10	11,400.00
4.64	miles	Finishing Roadbed and Slopes	100.00	464.00
10,000	lin. ft.	Rounding Cutbanks	0.10	1,000.00
200	lin. ft.	6" Porous Drain Tile	0.60	120.00
700	lin. ft.	12" Concrete Pipe	1.00	700.00
700	lin. ft.	18" Concrete Pipe	2.00	1,400.00
10	cu. yds.	Rock Backfill in Drains	1.50	15.00
350	cu. yds.	Rock Surfacing	1.50	525.00
50	cu. yds.	Filler	0.25	12.50
50	yd. mi.	Hauling Filler	0.10	5.00
110	M-FBM	Treated Lumber in Culverts	85.00	9,350.00
				$ 89,041.50

Grading & Paving (Contract No. 1925)

All Required		Clearing and Grubbing		$ 500.00
250	cu. yds.	Trench Excavation	$ 1.00	250.00
63,000	cu. yds.	Common Excavation	0.18	11,340.00
2,000	cu. yds.	Solid Rock Excavation	0.50	1,000.00
21,000	yd. stas.	Overhaul	0.01	210.00
34,000	yd. mi.	Truck Haul	0.12	4,080.00
5.45	miles	Finishing Roadbed & Slopes	100.00	545.00
2,700	lin. ft.	Rounding Cutbanks	0.07	189.00
550	lin. ft.	12" Concrete Pipe	1.25	687.50
100	lin. ft.	18" " "	2.50	250.00
400	lin. ft.	24" " "	3.00	1,200.00
2	only	Concrete Catch Basin	15.00	30.00
2,100	sq. yds.	Removal of Old Pavement	0.10	210.00
41,000	cu. yds.	Rock Sub-base	0.75	30,750.00
6,200	cu. yds.	1" - 0" Materials in Base and Shoulders	1.40	8,680.00
2,500	cu. yds.	1" - 0" Materials in Cushion Course	1.15	2,875.00

2,100	cu. yds.	¾" – 0" Materials in Cushion Course	$ 1.15	$ 2,415.00
1,000	cu. yds.	Rock Footpaths	2.00	2,000.00
2,600	cu. yds.	Filler	0.20	520.00
2,600	yd. mi.	Hauling Filler	0.20	520.00
70,500	sq. yds.	Portland Cement Concrete Pavement	1.52	107,160.00
7,500	lin. ft.	Expansion Joints	0.15	1,125.00
36,000	lin. ft.	Contraction Joints	0.02	720.00
36,500	only	Dowels	0.14	5,110.00
31,000	lbs.	Tie Bars and Reinforcement	0.05	1,550.00
0.51	mile	Preparation of Base	125.00	63.75
320	cu. yds.	Mineral Aggregate in Place	3.25	1,040.00
30	tons	No. 3 Road Oil in Place	32.00	960.00
				$185,980.25
		Subtotal		$275,021
		Engr. & Cont.		27,502
		Total		$302,523

Bridge (Contract No. 1829)

29	M.F.B.M.	Treated Lumber in Bridge	$95.00	$ 2,755.00
50	cu. yds.	Class "A" Concrete	21.00	1,050.00
65	cu. yds.	Class "B" Concrete	21.00	1,365.00
18,000	lbs.	Metal Reinforcement	0.05	900.00
180	lin. ft.	Composite Handrail	4.00	720.00
		Subtotal		$ 6,790
		10% Engr. & Cont.		679
		Total		$ 7,469

Length of Roadway	5.453 miles
Length of 1 Bridge	0.016 "
Total Length	5.469 "
Cost per Mile, Roadway	$55,478

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$302,523	$184,544 (61%)	$117,979
Bridge	7,469	4,556 (61%)	2,913
	$309,992	$189,100	$120,892

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

Oregon State Highway Department Federal Aid Project No. 176-C

PRINGLE CREEK-TAYLOR CREEK SECTION
OF THE PACIFIC HIGHWAY IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as basis for modified agreement.)

Salem, Oregon, September 15, 1936

Grading (Contract No. 1823)

(A)

All Required		Clearing and Grubbing		$ 2,500.00
700	cu. yds.	Trench Excavation	$ 1.00	700.00
300,000	cu. yds.	Common Excavation	0.18	54,000.00
6,000	cu. yds.	Solid Rock Excavation	0.60	3,600.00
325,000	yd. sta.	Overhaul	0.01	3,250.00
114,000	yd. mi.	Truck Haul	0.10	11,400.00
4.64	miles	Finishing Roadbed and Slopes	100.00	464.00
10,000	lin. ft.	Rounding Cutbanks	0.10	1,000.00
200	lin. ft.	6" Porous Drain Tile	0.60	120.00
700	lin. ft.	12" Concrete Pipe	1.00	700.00
700	lin. ft.	18" Concrete Pipe	2.00	1,400.00
10	cu. yds.	Rock Backfill in Drains	1.50	15.00
350	cu. yds.	Rock Surfacing	1.50	525.00
50	cu. yds.	Filler	0.25	12.50
50	yd. mi.	Hauling Filler	0.10	5.00
110	M-FBM	Treated Lumber in Culverts	85.00	9,350.00
				$ 89,041.50

New Work (Grading and Paving)

All Required		Clearing and Grubbing		$ 1,400.00
250	cu. yds.	Trench Excavation	$ 1.00	250.00
63,000	cu. yds.	Common Excavation	0.23	14,490.00
2,000	cu. yds.	Solid Rock Excavation	0.70	1,400.00
21,000	yd. sta.	Overhaul	0.02	420.00
34,000	yd. mi.	Truck Haul	0.15	5,100.00
5.45	miles	Finishing Roadbed and Slopes	300.00	1,635.00
2,700	lin. ft.	Rounding Cutbanks	0.10	270.00
550	lin. ft.	12" Concrete Pipe	1.50	825.00
100	lin. ft.	18" Concrete Pipe	2.50	250.00
400	lin. ft.	24" Concrete Pipe	3.50	1,400.00
2	only	Concrete Catch Basins	25.00	50.00
2,100	sq. yds.	Removal of Old Pavement	0.30	630.00
41,000	cu. yds.	Rock Subbase	1.25	51,250.00

6,200	cu. yds.	1" - 0" Materials in Base and Shoulders	$ 1.60	$ 9,920.00
2,500	cu. yds.	1" - 0" Materials in Cushion Course	1.60	4,000.00
2,100	cu. yds.	½" - 0" Materials in Cushion Course	1.60	3,360.00
1,000	cu. yds.	Rock Footpaths	1.80	1,800.00
2,600	cu. yds.	Filler	0.40	1,040.00
2,600	yd. mi.	Hauling Filler	0.20	520.00
70,500	sq. yds.	Portland Cement Concrete Pavement	1.80	126,900.00
7,500	lin. ft.	Expansion Joints	0.20	1,500.00
36,000	lin. ft.	Contraction Joints	0.05	1,800.00
36,500	only	Dowels	0.20	7,300.00
31,000	lbs.	Tie Bars and Reinforcement	0.06	1,860.00
0.51	mile	Preparation of Base	100.00	51.00
320	cu. yds.	Mineral Aggregate in Place	4.00	1,280.00
30	tons	No. 3 Road Oil in Place	30.00	900.00
36	tons	Tar in Place	26.00	(Alternate)
				$ 241,601.00
			Subtotal	$ 330,642.50
			10% Engr. & Cont.	33,064.25
			Total	$ 363,706.75

Bridge (Contract No. 1873)

29	M-FBM	Treated Lumber in Bridge	$ 95.00	$ 2,755.00
50	cu. yds.	Class "A" Concrete	21.00	1,050.00
65	cu. yds.	Class "D" Concrete	21.00	1,365.00
18,000	lbs.	Metal Reinforcement	0.05	900.00
180	lin. ft.	Composite Handrail	4.00	720.00
			Subtotal	$ 6,790.00
			10% Engr. & Cont.	~~679.00~~
			Total	$ 7,469.~~00~~

B

Length of Roadway	5.453	miles
" " 1 Bridge	.016	"
Total Length	~~5.455~~	" 5469
Cost per mile, Roadway	$ 66,698.46	

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds		State Funds
Roadway	$ 363,706.75	$ 221,861.11	(61%)	$ 141,845.64
Bridge	7,469.00	4,556.09	(61%)	2,912.91
	$ 371,175.75	$ 226,417.20		$ 144,758.55

Form 338—5M—7-36

176-C

FF OREGON STATE HIGHWAY COMMISSION F.F.

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 21, 1936

Section Pringle Creek-Taylor Creek

Kind of work Grading

Highway Pacific

Section prefix 24-1103; F.A. 176-C

Contractor Roy L. Houck

Contract number 1828

Date of contract Feb. 14, 1936

Date of completion November 30, 1936

Date work started March 4, 1936

Estimated date of completion Nov. 30, 1936

Amount of contract $95,831.50

Per cent of time elapsed 96.90 %

Estimated cost of completed project, exclusive of engineering $97,067.86

Per cent of contract completed, based on total contract price 98.0 %

Engineering cost to date, $4080.00, 4.20 %

Date project was completed ...., 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor Houck's crew began work of filling in at the ends of the Illahe Over-crossing Bridge Tuesday afternoon, Nov. 17th. He expects to complete work on ditches where required at toe of slopes for fill and clean up work that remains to be done on this contract this coming week.

Extra Work Order No. 4 was made up and submitted to the Division Office for approval on Wednesday, Nov. 18th.

RECEIVED
NOV 23 1936
DIVISION ENGINEER
DIV. NO. 2

Signed R. Stewart

Address Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.6				
Miles partially completed					
Miles completed	4.6				
Total estimated quantities	306,000	350			
Estimated quantities moved or placed to date	306,000	322			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Marion COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	3					1	4
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers 1, Sheet-foot rollers ...., Cat & Carryall 1 ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 15	Cloudy		
Monday 16	Rain		
Tuesday 17	Wet fog		
Wednesday 18	" "		
Thursday 19	" "		
Friday 20	Clear		
Saturday 21	"		

Form 333—5M—7-36

X

176-C

F GG.

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 14, 1936

Section	Pringle Creek-Taylor Creek	**Kind of work**	Grading
Highway	Pacific	**Section prefix**	24-1103; F.A. 176-C
Contractor	Roy L. Houck	**Contract number**	1328
Date of contract	Feb. 14, 1936	**Date of completion**	Nov. 30, 1936
Date work started	March 4, 1936	**Estimated date of completion**	Nov. 30, 1936
Amount of contract	$95,831.50	**Per cent of time elapsed**	94.83 %

Estimated cost of completed project, exclusive of engineering $97,037.36

Per cent of contract completed, based on total contract price [illegible] %

Engineering cost to date, $4054.00, 4.18 %

Date project was completed ...., 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

[illegible] on this contract this week by contractor Houck's crew.

The sub-contractor, T. [illegible] Johnston, has had a few men repairing [illegible] and cleaning up around the Illahe Overcrossing part time.

Monthly estimate for this contract [illegible] will be submitted [illegible], Nov. 16 to the Division Office.

Mr. Stoddard of the U. S. Bureau of Public Roads visited this office on Tuesday, Nov. 10th.

NOTED
H. W. LIBBY

RECEIVED
NOV 16 1936
DIVISION ENGINEER
DIVISION NO. 2

RECEIVED
NOV 17 1936

Signed H Stewart

Address Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

Baldock

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.3				
Miles partially completed					
Miles completed	4.6				
Total estimated quantities	306,000	350			
Estimated quantities moved or placed to date	306,000	322			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	2				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Marion COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2					1	3
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 8	Cold, Clear		
Monday 9	"	5	[illegible]
Tuesday 10	"		
Wednesday 11	"	8	No work "Armistice Day"
Thursday 12	"		
Friday 13	"		
Saturday 14	"		

176-e

Baldock

Baldock

ept. 25, 1936

COST ANALYSIS TO SEPTEMBER 15, 1936

Pacific Highway, Pringle Creek-Taylor Creek Section
Contract 1828, Prefix 24-1103

Roy L. Houck, Contractor
H. S. Swart, Resident Engineer

ITEM	Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Clearing & Grubbing	$ 2,023.83	95%			$ 2,375.00
Trench Excavation	320.00	400 Cu. Yd.	0.80	1.00	400.00
Common Excavation	29,797.31	286,000 Cu. Yd.	0.104	0.18	51,480.00
Solid Rock Excavation	8,160.50	10,000 Cu. Yd.	0.82	0.60	6,000.00
Overhaul	2,945.00	294,500 Yd. Sta.	0.01	0.01	2,945.00
Truck Haul	10,000.00	100,000 Yd. Mi.	0.10	0.10	10,000.00
Finishing Roadbed & Slopes	2,694.53	2.64 Miles	1,020.65	100.00	264.00
Rounding Cutbanks	1,057.70	15,110 Lin. Ft.	0.07	0.10	1,511.00
12" Concrete Pipe	324.90	542 Lin. Ft.	0.95	1.00	342.00
18" Concrete Pipe	1,260.75	615 Lin. Ft.	2.05	2.00	1,230.00
Rock Backfill in Drains	81.50	51 Cu. Yd.	1.78	1.50	76.50
*Treated Lumber in Culverts	8,566.47	100 M-FBM	85.66	85.00	8,500.00
Force Account #2	926.56				926.56
	$ 68,159.05				$ 86,050.06

* Subcontracted at Bid Price

Gross Earned	$86,050.06
Total Cost	68,159.05
Net Profit	$17,891.01

Net Profit Equals 21% of Gross Earned

NOTED
State Highway Engineer

Pacific Highway
Pringle Creek-Taylor Creek Section

DETAILS OF COST

Labor:

Supervision		$ 2,100.60	
Labor		19,121.53	
State Industrial Accident Insurance		633.08	
State Unemployment Insurance		207.58	
Supervision (Houck 4 Mos. at $200)		800.00	
			$ 22,862.79

Materials:

12" Concrete Pipe	542 Lin. Ft. at 0.65	222.30	
18" Concrete Pipe	615 Lin. Ft. at 1.60	984.00	
9" Corr. Iron Pipe	40 Lin. Ft. at 0.80	32.00	
9" " " " Bands	400 19 Each at 1.01 0.74	296.00 19.19	
Rock Backfill	51 Cu. Yds. at 1.25	63.00	
Treated Lumber 106 Culverts	100 M-FBM at 64.50 including freight	6,450.00	
			8,066.49

Equipment Rentals, Supplies & Miscellaneous:

Equipment Rental	25,249.00	
Gas, Oil & Grease	3,635.01	
Lumber & Hdwe. for Temporary Construction	224.83	
Cable for Scrapers	1,286.22	
Lumber, Hdwe. & Misc. for Treated Lbr. Culverts	542.59	
Small Tools, Repairs & Misc. Supplies	2,492.41	
Explosives	380.90	
Misc. Expense	335.21	
Move In	405.00	
Interest	237.10	
Bond	860.50	
General Overhead	1,551.00	
		37,229.77
TOTAL COST		$ 68,159.05

Pacific Highway
Pringle Creek-Taylor Creek Section

REMARKS:

This contract was started March 4, 1936. Up to Sept. 15, 1936, about 90% of the contract had been completed.

Part of the clearing was done gratis by local people for the wood that was in it; this reduced the contractor's cost considerably.

Excavation was started April 15, using 12 cu. yd. LeTourneau Carryalls and 95 H.P. cats. The scrapers were used single for the first two or three weeks until the contractor brought enough of them to make 3 tandem units. During the latter part of the contract, the contractor had a total of 5 cats and 7 Carryalls on the job. These units worked 3-7 hr. shifts each day. Some of the material was hauled a distance of 4200 feet with the tandem units, averaging two round trips per hour with an approximate pay load of 34 cu. yd. Three tandem units, each working 3-7 hr. shifts, moved a total of 4552 cu. yds. in one day on a 1620 ft. average haul, an average of 72 cu. yds. per hr. per unit. The excavation, which consisted of 286,000 cu. yds. of common and about 10,000 cu. yds. of solid, was completed without the moving in of a shovel. The common excavation was ideal material for the scrapers. The solid excavation in the cut at the north end of the contract was shot very lightly and then with the use of a ripper, the material was loosened so that the scrapers could load with ease. The boulders encountered in the cut near the Fabry Road made excavation somewhat difficult and increased the unit cost considerably. The boulders were so strewn throughout the common that each one had to be trenched out with a bulldozer, cast aside, and then later loaded on a truck by a cat equipped with a loading rig.

The contract would have shown a greater profit if the treated lumber culvert installation had been completed at an earlier date. An excessive amount of finishing also decreased the profit.

E. H. Clymer

By...Henry Jullum

RECEIVED
NOV 20 1936
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
SEP 18 1936
OREGON STATE HIGHWAY [illegible]

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 176-e

September 16, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for modifying Oregon Federal Aid Project No. 176-C, the Pringle Creek-Taylor Creek section of the Pacific Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans by the Chief Engineer of the Bureau.

It is requested that a revised summary sheet be submitted to show all of the work on the project rather than only the work now proposed. The section sheet also shows the Type O-11 oil surface to be 1-1/2", whereas it should be 1-1/4" to agree with the special provisions.

The estimate has been corrected to show the total length of the project to be 5.469, which is correct for the roadway. Please make the correction in submitting future documents.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

176-C

July 17, 1936.

COST ANALYSIS TO JULY 15, 1936

Pacific Highway, Pringle Cr.-Taylor Cr. Section
Grading, Contract 1828, Prefix 24-1103

Roy L. Houck, Contractor
H. S. Swart, Resident Engineer

NOTED
[illegible] Highway Engineer

ITEM	Cost	Quantity		Unit Cost	Unit Bid	Gross Earned
Clearing & Grubbing	$ 1,923.83	75%				$ 1,875.00
Trench Excavation	35.00	50	Cu. Yd.	0.70	1.00	50.00
Common Excavation	20,575.36	216,350	Cu. Yd.	0.095	0.18	38,943.00
Solid Excavation	1,665.00	5,550	Cu. Yd.	0.30	0.60	3,330.00
Overhaul	2,234.00	223,400	Yd. Sta.	0.01	0.01	2,234.00
Truck Haul	7,790.00	77,900	Yd. Mi.	0.10	0.10	7,790.00
Rounding Cutbanks	175.39	3,600	Lin. Ft.	0.05	0.10	360.00
18" Concrete Pipe	293.10	144	Lin. Ft.	2.04	2.00	288.00
	$ 34,691.68					$ 54,870.00

Gross Earned	$ 54,870.00
Total Cost	34,691.68
Net Profit	$ 20,178.32

Net Profit Equals 37% of Gross Earned

Pringle Creek-Taylor Creek

DETAILS OF COST

Labor:		
Supervision	$ 1,113.38	
Labor	8,917.10	
State Industrial Accident Insurance	300.91	
Supervision (Houck 4 mos. at $200)	800.00	
		$ 11,131.39
Materials:		
18" Concrete Pipe 144 Lin. Ft. at $1.60	230.40	
		230.40
Equipment Rental, Supplies and Miscellaneous:		
Equipment Rental	16,485.00	
Gas, Oil & Grease	1,738.50	
Lumber & Hdwe. for Temporary Construction (60%)	134.83	
Explosives	160.00	
Cable for Scrapers	1,071.85	
Small Tools and Misc. Supplies	1,164.87	
Misc. Overhead Expense	236.64	
Interest	287.10	
Move In	405.00	
Bond (1%)	548.70	
General Overhead (2%)	1,097.40	
		23,329.89
		$ 34,691.68

Pacific Highway, Pringle Creek-Taylor Creek

REMARKS:

This contract was started March 4, 1936. Up to July 15, 60% of the contract had been completed.

Part of the clearing was done gratis by local people for the wood that was in it; this reduced the contractor's cost considerably. At present the clearing is complete except for the burning of the piles of stumps and brush on the right of way.

Excavation was started April 15, using 12 cu. yd. LeTourneau Carryalls and 95 cats. The scrapers were used single for the first two or three weeks until the contractor brought enough of them to make 3 tandem units. There are 5 cats and 7 scrapers now on the job. Three crews are working a total of 21 hours per day. Some of the material has been hauled a distance of 4200 feet with the tandem units, averaging two round trips per hour with an approximate pay load of 34 cu. yd. Three tandem units, each working 3-7 hr. shifts, moved a total of 4552 cu. yds. in one day on a 1620 ft. average haul, an average of 72 cu. yds. per hour per scraper. The pay load of each scraper was conservatively estimated at 8 cu. yds. The excavation is about 75% complete, and at the present rate of progress it will be held up if the timber culvert and bridge structure work is not speeded up. The scraper units are functioning so well at present that there may be no need of bringing in a shovel. All of the solid material has been moved with the exception of the boulders in the cut near the Fabry Road. The solid in the cut at the 12th St. intersection was loosened by light shooting and the use of a ripper; the material loading fairly easy.

The job shows a nice profit at the present time, and the rate of profit should be about the same for the excavation that is not yet completed.

E. H. Clymer
Cost Analyst

By..Henry Jullum

Hwy. 28513

Form P. R. 2

State Oregon

Project No. 176, Sec. C

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Iron

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 17th day of April, 1936

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 25th day of September, 1933, a/revised project statement, which was approved by the Secretary on the 5th day of October, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 23rd day of January, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of sixty-four thousand, three hundred two and 93/100 dollars ($64,302.93) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 87+30 in the NE¼, Sec. 10, T. 8 S., R. 3 W., W.M., and Survey Station 335+00 in the NW¼, Sec. 36, T. 8 S., R. 3 W., W.M.,

, length 4.684 miles, in Marion County, being Section C of Oregon project No. 176, consisting of 4.669 miles of roadway and one bridge of more than 20 feet clear span, 0.015 of a mile in length, known locally as the Pringle Creek-Taylor Creek Section of the Pacific Highway between official control points, Albany and Portland, on Federal Aid Route No. 3.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section **C** of said project shall not in any event exceed the sum of **sixty-four thousand, three hundred two and 93/100** dollars ($**64,302.93**), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of **one hundred five thousand, four hundred fourteen and 65/100** dollars ($**105,414.65**), the approved total estimated cost of Section **C** of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **The State Treasurer**
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 41, laws 1927**
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 26th day of June, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry L. Cabell
Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich
Member, State Highway Commission
(Title of officer)

By F. L. Fonvelle
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,
By R. L. Boykin
Acting Chief, Bureau of Public Roads.

S—3513

Form PR-2-Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 176-C, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 105,414.65 as the total estimated cost of said project, and the sum of $ 64,302.95 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 26th day of June one thousand nine hundred and Thirty-six

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 6—4820

FORM 3-D-1 1M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

176-e

June 24, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. J. H. Devers.

Dear Sir:

There is attached hereto a copy of a proposed subcontract between Roy L. Houck, party of the first part, and J. F. Johnson, party of the second part, for the construction of five treated timber box culverts and 83 feet of treated timber trestle on the Pringle Creek-Taylor Creek Section of Route 99E, Contract No. 1823. This subcontract is within the 20 per cent allowance for subcontracts.

May we have your approval as to form?

Yours very truly,

Wm. E. CHANDLER,
Division Engineer.

by

Wilbur M. Darby.

WMD:AM
cc R. H. Baldock
H. G. Smith

FILED

176-e

Braidrock

June 19, 1936

COST ANALYSIS TO JUNE 15, 1936

Pacific Highway, Pringle Creek-Taylor Creek
Grading, Contract 1828, Prefix 24-1103

Roy E. Houck, Contractor
Hedda Swart, Resident Engineer

ITEM	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$ 1,923.83	75%			$ 1,875.00
Common Excavation	12,572.37	133,700 Cu. Yds.	0.095	0.18	24,066.00
Solid Rock Excavation	100.00	100 Cu. Yds.	1.00	0.60	60.00
Overhaul	2,071.50	138,100 Yd. Sta.	0.015	0.01	1,381.00
Truck Haul	5,796.00	48,300 Yd. Mi.	0.12	0.10	4,830.00
	$ 22,463.70				$ 32,212.00

Gross Revenue	$ 32,212.00
Total Cost	22,463.70
Net Profit	9,748.30

Net Profit Equals 30.3% of Gross Revenue

Contract 1828, Prefix 24-1103

Labor:

Supervision (Sup't. and Timekeeper)	$ 771.64	
Labor	5,399.83	
State Industrial Accident Insurance	185.22	
Supervision (Houck, 3 mos. at $200)	600.00	
		$ 6,956.69

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental	10,861.00	
Gas, Oil & Grease	1,458.50	
Explosives (Used for Clearing)	110.00	
Small Tools & Misc. Supplies	841.23	
Misc. Overhead Expense	378.09	
Move In Expense (70%)	214.00	
Lumber & Hardware (For temporary construction) 35%	77.83	
Cable for Scrapers	600.00	
Bond (1%)	322.12	
General Overhead (2%)	644.24	
		15,507.01
		$ 22,463.70

Pacific Highway, Pringle Cr.-Taylor Cr.

REMARKS:

This contract was started March 4, 1936. Up to June 15, 33% of the contract had been completed.

Part of the clearing was done gratis by local people for the wood that was in it; this reduced the contractor's cost considerably. At present the clearing is complete except for the burning of the piles of stumps and brush on the right of way. Excavation was started April 15th, using 12 cu. yd. LeTourneau Carryalls and 95 h.p. cats. The scrapers were used single for the first two or three weeks until the contractor brought enough of them to make three tandem units. Three crews are working a total of 21 hours per day. Some of the material has been hauled a distance of 4200 feet with the tandem units, averaging two round trips per hour with an approximate hourly pay load of 34 cu. yd. The cats and scrapers should be able to move the greater portion of the 300,000 cu. yds. in this contract,

During the last month the equipment has been moved around a lot, stripping and stockpiling top soil, and roughing the job up. Also, the weather has been quite unsettled. All of the treated lumber has been delivered on the job, but no installation work has been done and this has inconvenienced the excavating operations considerably. If no immediate effort is made to get these structures in, the grading may be held up for a short while.

The rate of profit on the gross earnings for the last month dropped from 39% to 30%, and this was due to the following reasons: unsettled weather, a lot of moving of equipment and the inconvenience on fills where culverts and bridge structures are to be placed.

A shovel will in all probability have to be moved in if the boulders encountered in cut near the Fabry road and the solid that is expected at junction of old highway and 12th Street, are to be moved economically.

E. H. Clymer
Cost Analyst

By..Henry Jullum

176-e

May 19, 1936

COST ANALYSIS TO MAY 16TH, 1936

Pacific Highway, Pringle Creek-Taylor Creek
Grading, Contract 1828, Prefix 24-1103

Roy L. Houck, Contractor
H. S. Swart, Resident Engineer

ITEM	Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Clearing & Grubbing	$ 1,923.63	75%			$ 1,875.00
Common Excavation	6,136.87	74,574 Cu. Yds.	0.082	0.18	13,423.32
Overhaul	773.14	773.14 Yd. Sta.	0.01	0.01	773.14
Truck Haul	2,900.54	32,226 Yd. Mi.	0.09	0.10	3,222.60
	$ 11,734.18				$ 19,294.06

Gross Earned	$ 19,294.06
Total Cost	11,734.18
Net Profit	$ 7,559.88

Net Profit Equals 39% of Gross Earned

Pacific Highway, Pringle Creek-Taylor Creek, Grading
Contract 1828, Prefix 24-1103

Roy L. Houck, Contractor
H. S. Swart, Resident Engineer

DETAILS OF COST

Labor:		
Supervision (Superintendent and Timekeeper)	$ 514.80	
Labor	3,086.85	
State Industrial Accident Insurance	108.05	
Supervision (Houck, 2 months at $200)	400.00	$4,109.70
Equipment Rental, Etc.:		
Equipment Rental	5,228.00	
Gas, Oil & Grease	693.06	
Small Tools & Misc. Supplies	619.32	
Misc. Overhead Expense	79.11	
Move In Expense (40%)	141.22	
Explosives (Used for Clearing)	110.00	
Lumber & Hardware (For Temporary Construction) 20%	54.85	
Bond	192.94	
Cable	120.00	
General Overhead (2%)	386.00	7,624.48
		$ 11,734.18

Pacific Highway, Pringle Creek-Taylor Creek

REMARKS:

This contract was started March 4, 1936. Up to May 16, 20% of the contract had been completed.

Part of the clearing was done gratis by local people for the wood that was in it; this reduced the contractor's cost considerably. At present the clearing is complete except for the burning of the piles of stumps on the right of way. Excavation was started April 15th, using 12 cu. yd. LeTourneau Carryalls and 95 H.P. cats. The scrapers were used single at first, but now the contractor has enough of them on the job to make 3 tandem units. They are being worked 3 7-hr. shifts per day. The excavation so far has been in ideal material with very few boulders encountered. Some of the material has been hauled a distance of 4,200 feet with the tandem units, averaging two round trips per hour at this distance with an approximate hourly pay load of 34 cu. yd. The cats & scrapers should be able to move the greater portion of the 300,000 cu. yd. in this contract. A shovel will have to be moved in, however, to excavate a small portion consisting of boulders and a part of the common which requires a haul over 4,500 feet.

The top parts of the cuts consist of loose dirt with occasional boulders strewn throughout. At depths this gradually changes to a decomposed shale that excavates easily.

If the greater portion of the material should remain as ideal as that already encountered and no time is lost on account of inability to secure treated lumber for the bridge structure and the laminated timber culverts this job should show a very good profit at completion.

E. H. Clymer
Cost Analyst

By...Henry Jullum

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

APR 13 1936

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon F.A.P. 176-C

April 11, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Tr

176-e

March 27, 1936

Associated Oil Company,
866 Pittock Block,
Portland, Oregon.

Attention: J. H. Dalton.

Gentlemen:

Reference is made to your letter of March 26th concerning R. L. Houck.

You are advised that the contract which you refer is our No. 1828 for the construction of the Pringle Creek-Taylor Creek Section of the Pacific Highway in Marion County, 4.60 miles of grading.

The bond furnished in connection with this contract was written by the Great American Indemnity Company for whom Harvey Wells Insurance Agency, who have offices in the Failing Building, Portland, are resident agents. The amount of the bond is $95,831.50. The date of completion of the contract is November 30, 1936.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

408 10M 2-15-35

ASSOCIATED OIL COMPANY

866-78 PITTOCK BLOCK

PORTLAND, OREGON

RECEIVED
MAR 27 1936
OREGON
STATE HIGHWAY COMMISSION

March 26, 1936

Mr. H.B. Glaisyer
Secretary Oregon Highway Commission.
Salem, Oregon

Re: Roy L. Houck.
(Pringle Creek-Taylor Creek
Section of Pacific Hwy-
Marion County Contract 1828)

Dear Mr. Glaisyer:

We contemplate furnishing Mr. Roy L. Houck, petroleum products on the subject project.

It is our understanding that bond covering this contract has been placed through the office of the Great American Indemnity Company, Harvey Wells Insurance Agency, Failing Building, Portland, Oregon in the amount of $95,931.50.

Will you please confirm this information.

Very truly yours,

ASSOCIATED OIL COMPANY

J.H. Dalton
Oregon Division Credit Manager

HLA:LH

NRA
MEMBER
U.S.
WE DO OUR PART

176-e

March 19, 1936

Roy L. Houck
Independence, Oregon

Dear Sir:

By express we are forwarding to you today a fully executed copy of contract no. 1828, awarded to you on February 14, 1936, for the grading of 4.6 miles of the Pringle Creek-Taylor Creek Section of the Pacific Highway in Marion County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DP

176-C

March 23, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of March 18, 1936, concerning the Salem-Pringle Creek Section, F.A. Project No. 176-C.

Please be advised that the length given in the P.S.& E. estimate of January 24, 1936, is correct and the agreement estimate should be corrected accordingly.

We are enclosing five copies of revised project statement map for project number 176, which map shows the correct alignment for Project No. 176-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict: J. W. Nash:MM

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAR 19 1936
OREGON
STATE HIGHWAY COMMISSION

March 18, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of February 3, 1936, requesting revised project statement sketch maps for Oregon Federal Aid project No. 176.

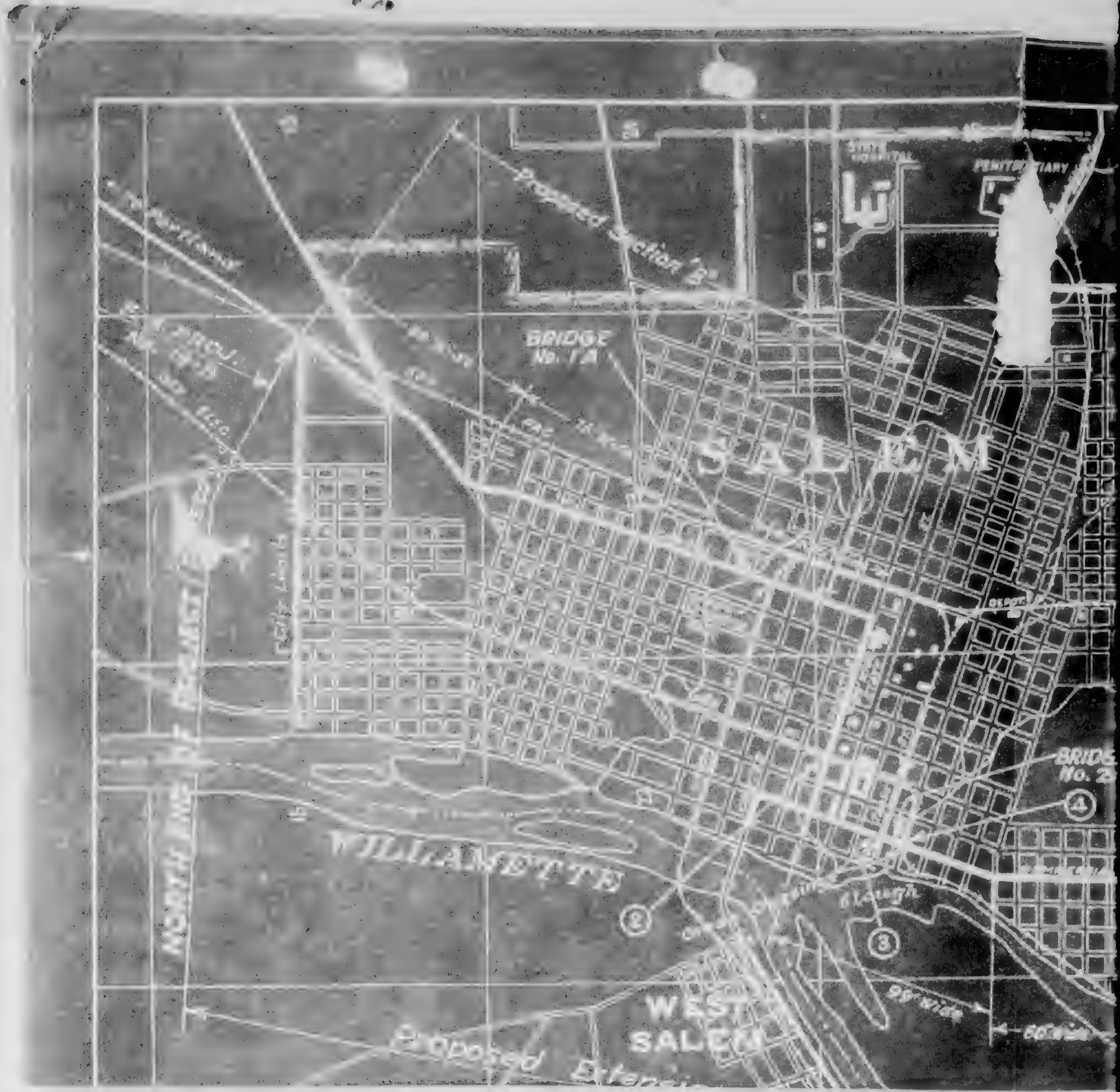
We are now in receipt of project agreement estimate. It is noted that on the project agreement estimate the same lengths are used as on the estimate dated January 20, 1936, when apparently the lengths on the revised estimate dated January 24, 1936, should have been used. Will you please advise at once as to the correct lengths.

We should also be furnished the revised project statement sketch map at your early convenience.

Very truly yours,

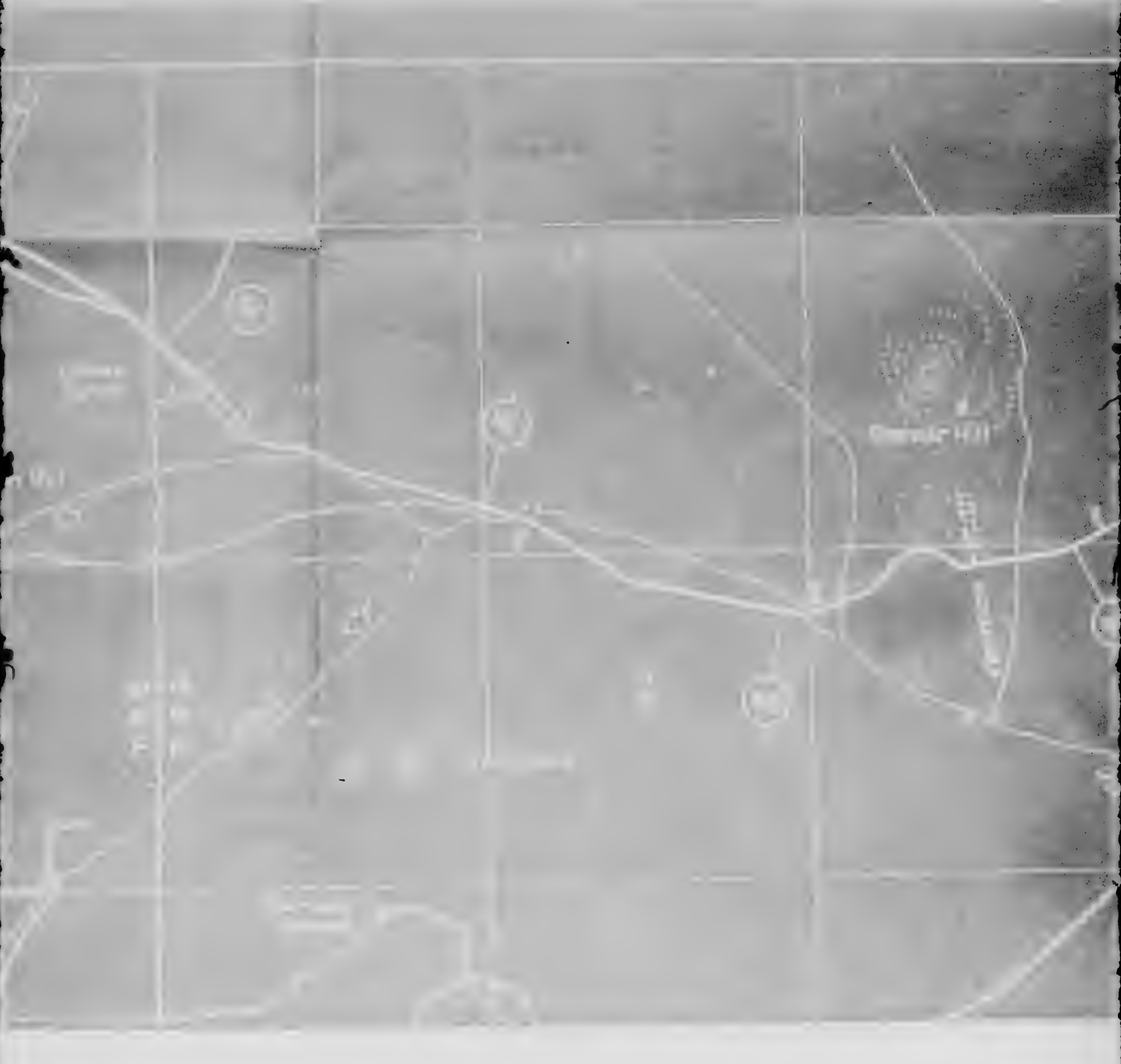
W. H. LYNCH
District Engineer

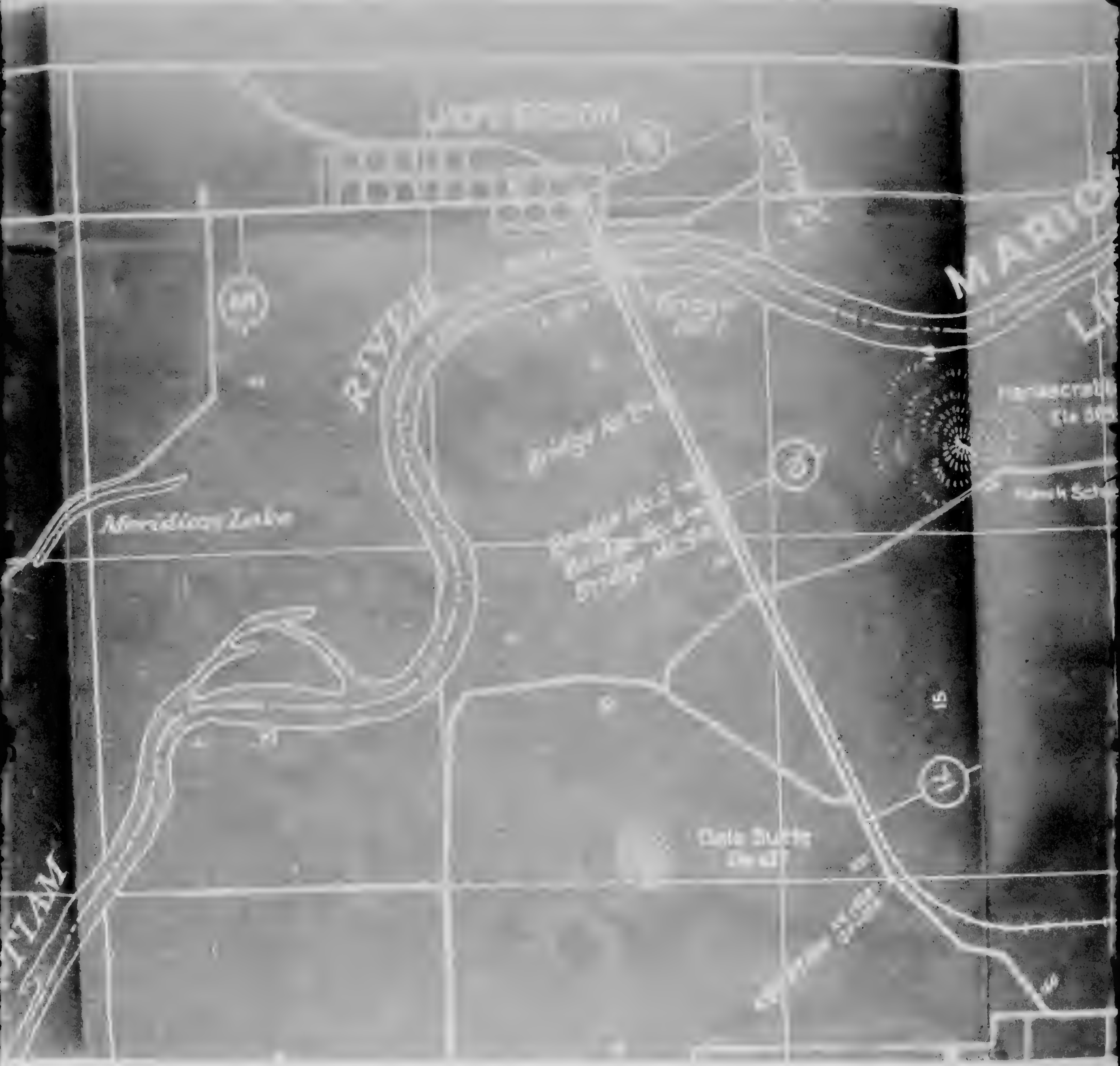
By LCaufield
L. J. Caufield
Highway Engineer


STATE HOSPITAL
PENITENTIARY
Proposed Section "B"
BRIDGE No. 1A
PROJ.
City Limits
SALEM
NORTH AMITY BRANCH
WILLAMETTE
BRIDGE No. 2
4
2
8
Slough
99' wide
66' wide
WEST SALEM
Proposed Extension

GIRLS
TRAINING SCHOOL
Pringle
FEEBLE MINDED
INSTITUTION
Corner
SALEM
HEIGHTS

Jackson Hill




MARIO
LI
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15

MARION CO.
LINN CO.
35
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T 10 S

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T.10 S
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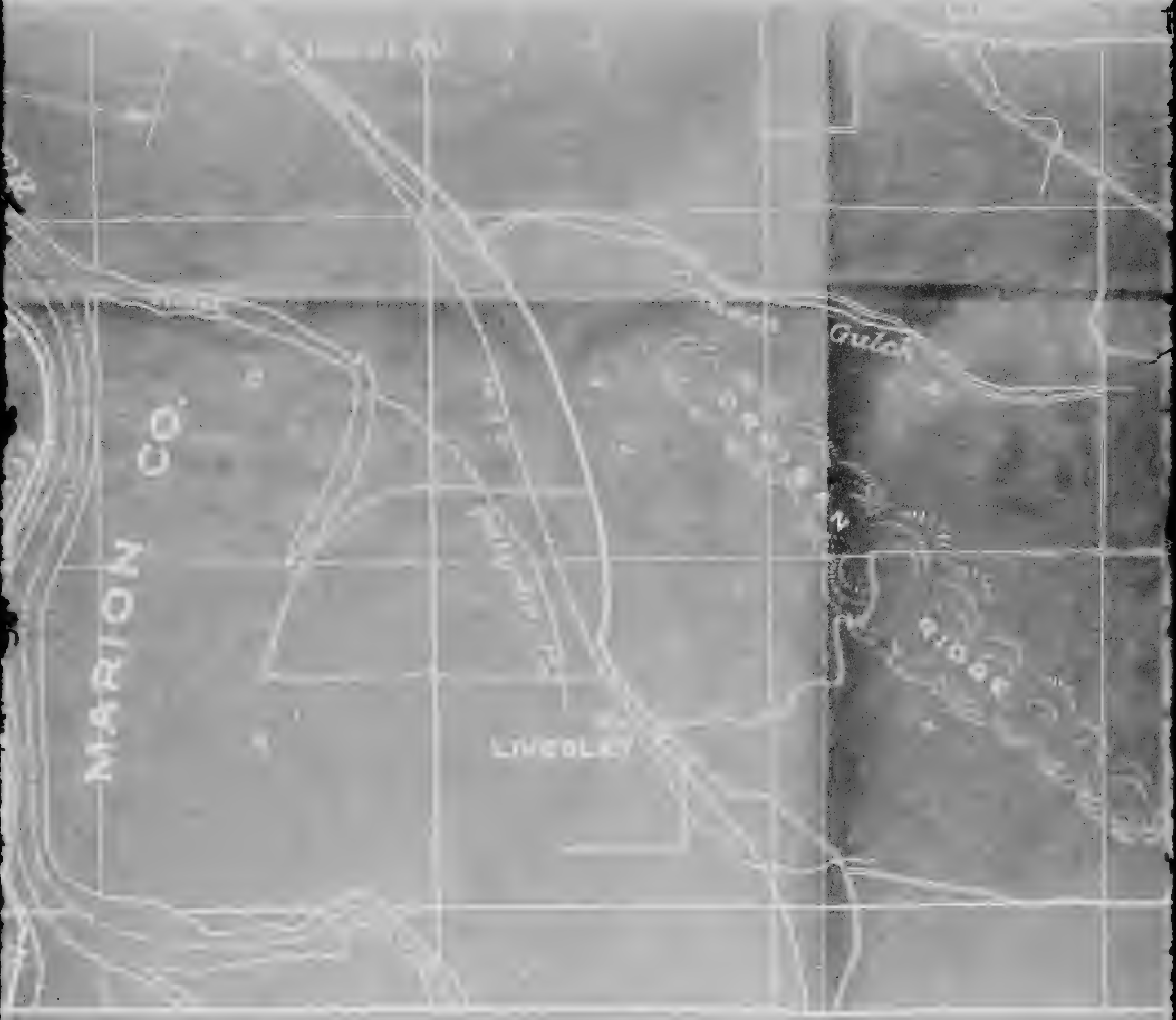
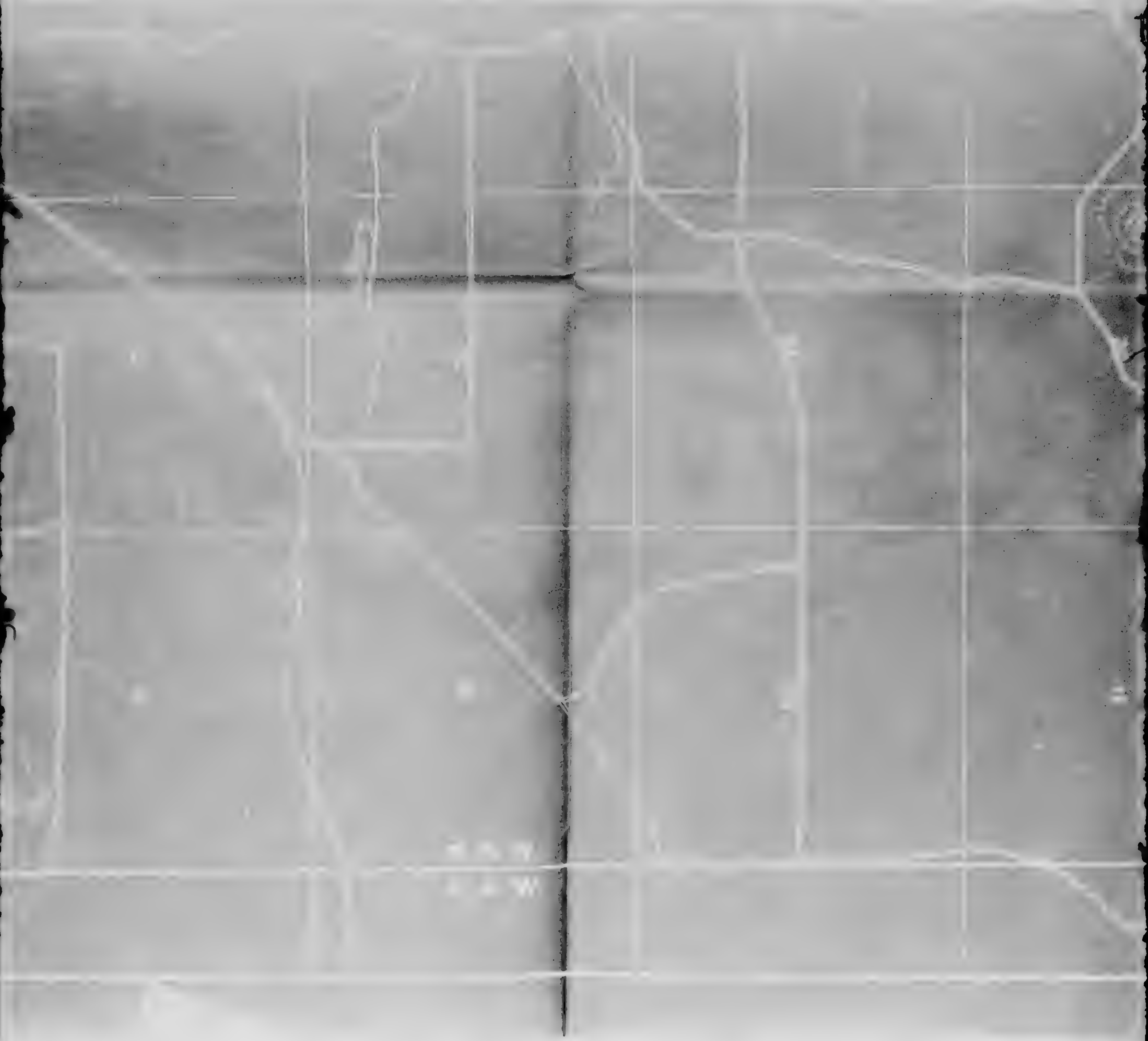
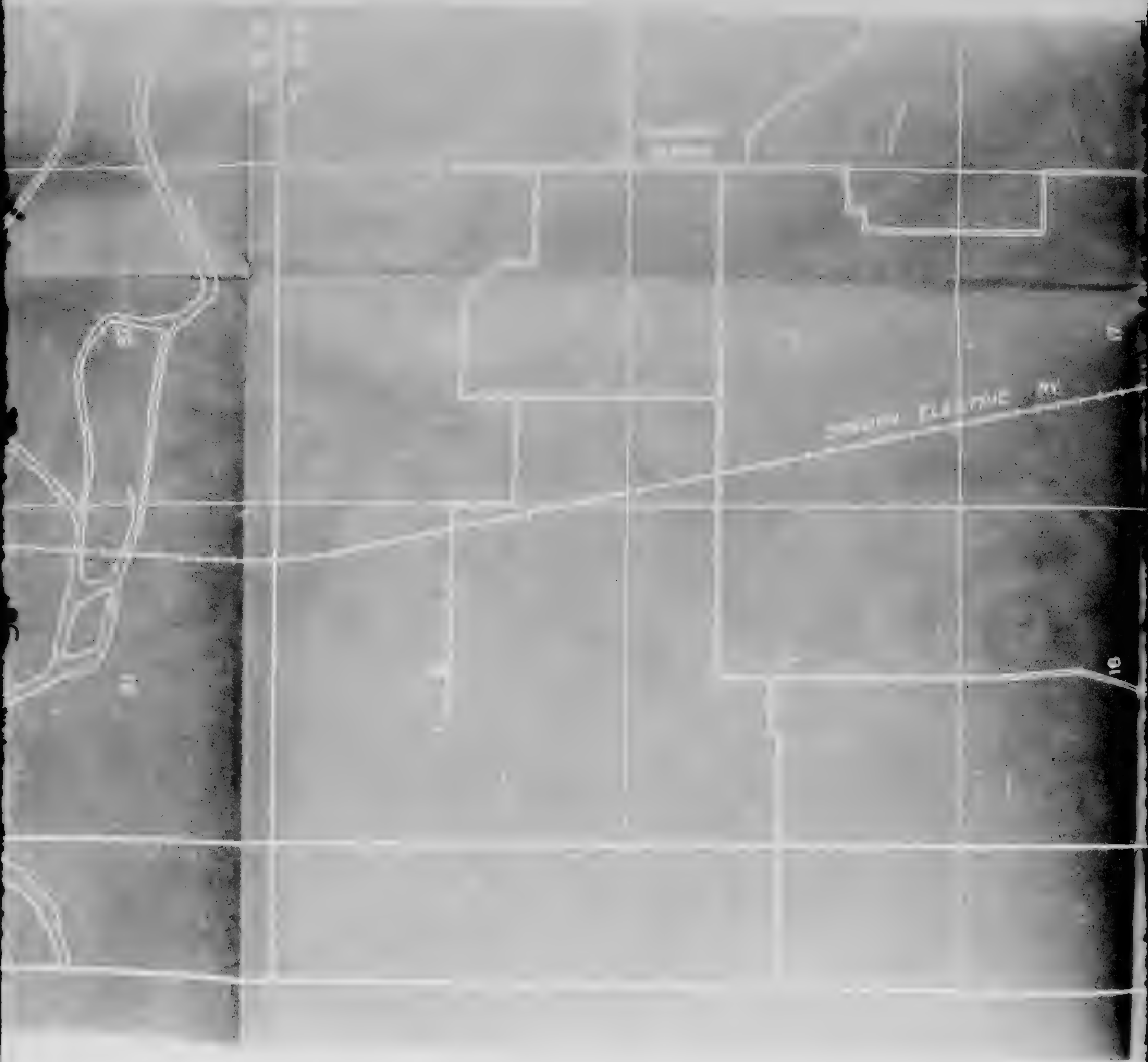
SANTIAM—
HIGHWAY

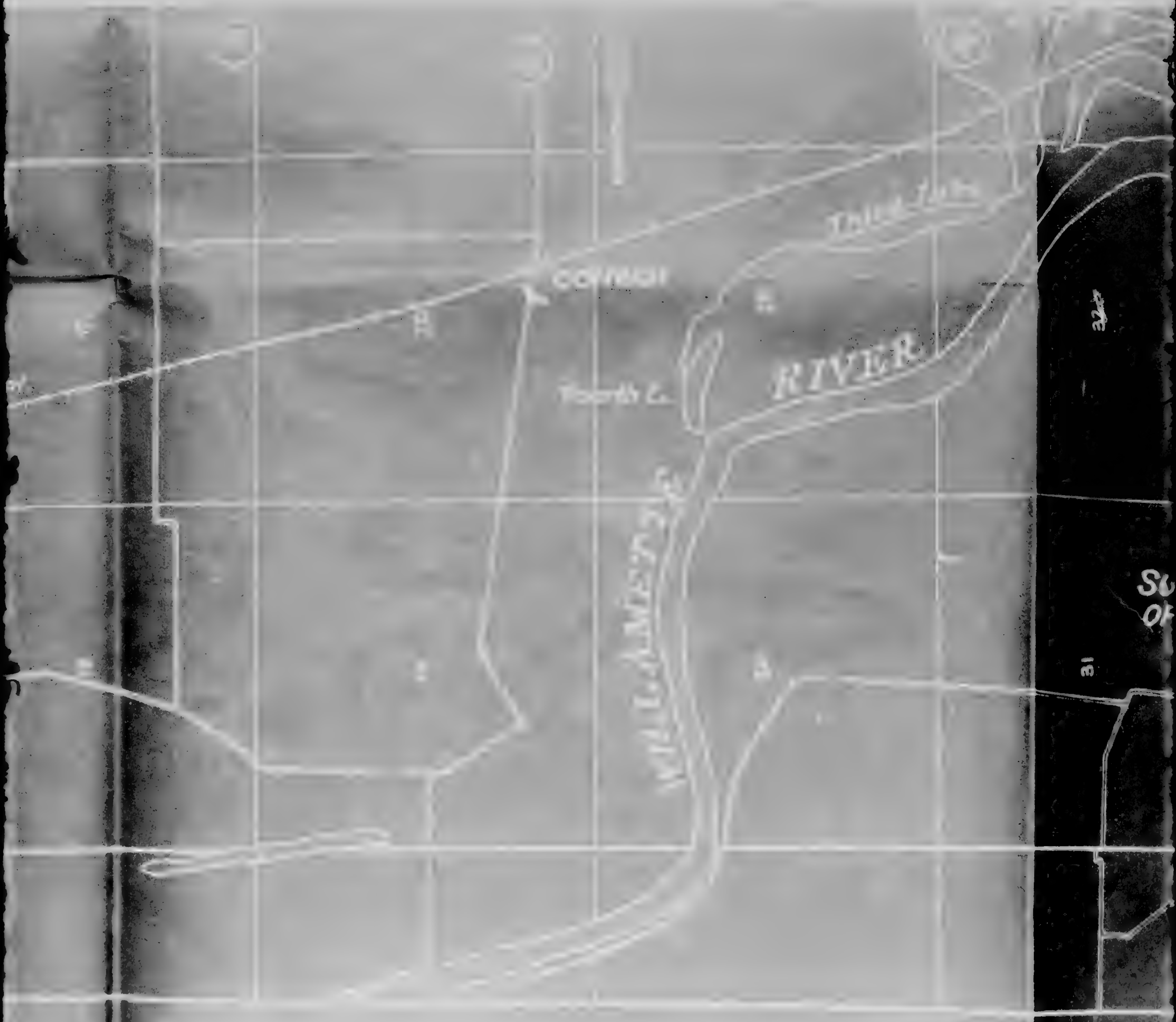
OREGON STATE HIGHWAY DEPARTMENT
SALEM-ALBANY SECTION
PACIFIC HIGHWAY
RIVER
POLK CO.
MARION
SALEM - DALLAS
EOLA

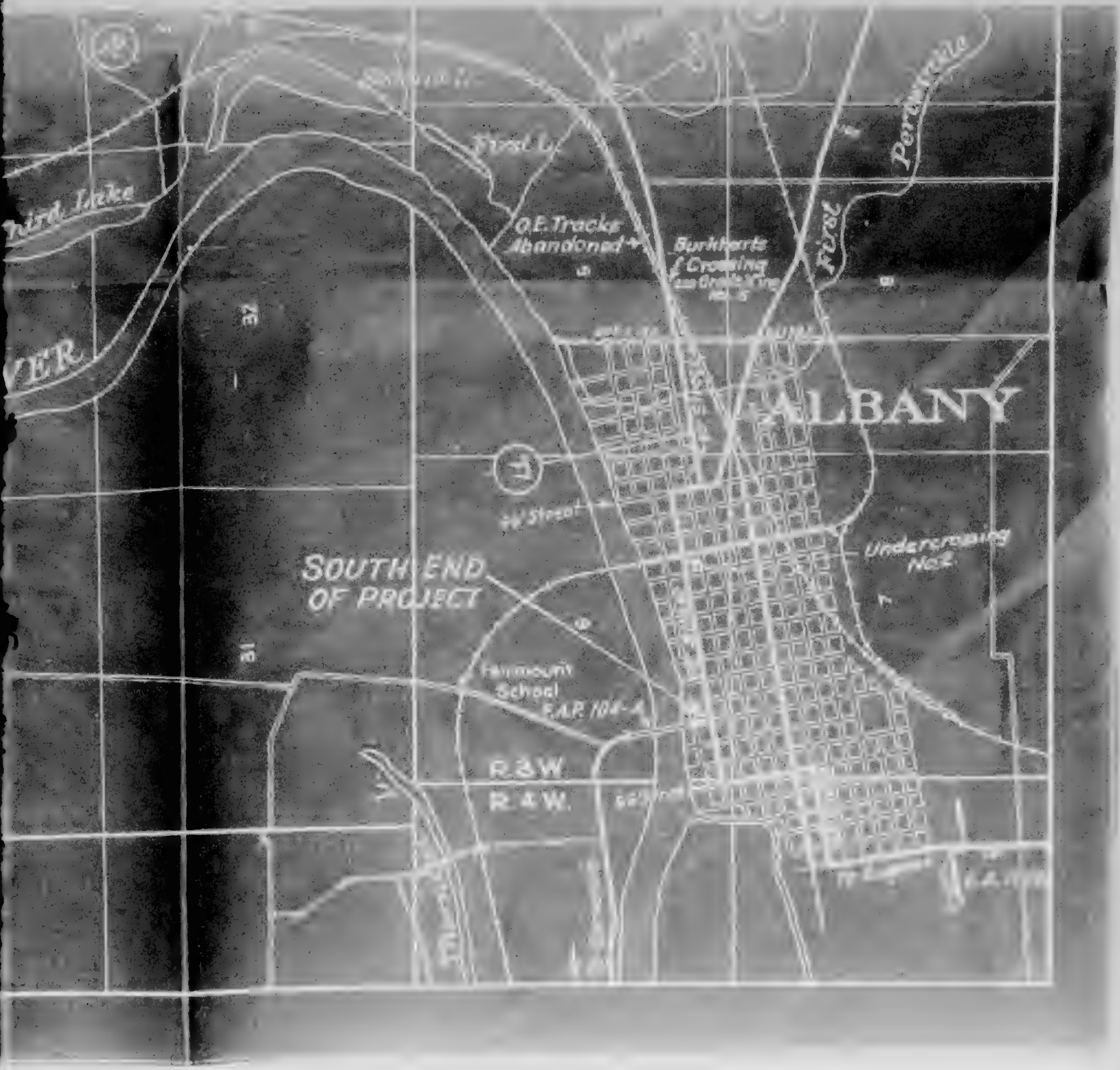

MARION CO.
Gulch
LIVESLEY
RIDGE



ANKE


ELECTRIC RY
18


Third Lake
Fourth L.
RIVER
WILLAMETTE
32
31


Third Lake
VER
First L.
Periwinkle
First
O.E. Tracks Abandoned
Burkharts Crossing
32
ALBANY
9th Street
SOUTH END OF PROJECT
Undercrossing No. 2
31
Fairmount School
F.A.P. 104-A
R. 3 W.
R. 4 W.

176-C

March 6, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Salem-Pringle Creek Section, F. A. Project No. 176-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department Federal Aid Project No. 176-C

SALEM-PRINGLE CREEK SECTION OF THE PACIFIC HIGHWAY IN MARION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 2, 1936

Roadwork

All Required		Clearing and Grubbing		$ 2,500.00
700	cu. yds.	Trench Excavation	$ 1.00	700.00
290,500	cu. yds.	Common Excavation	0.18	52,290.00
5,500	cu. yds.	Solid Rock Excavation	0.60	3,300.00
313,000	yd. sta.	Overhaul	0.01	3,130.00
108,000	yd. mi.	Truck Haul	0.10	10,800.00
4.64	miles	Finishing Roadbed and Slopes	100.00	464.00
10,000	lin. ft.	Rounding Cutbanks	0.10	1,000.00
200	lin. ft.	6" Porous Drain Tile	0.60	120.00
700	lin. ft.	12" Concrete Pipe	1.00	700.00
700	lin. ft.	18" Concrete Pipe	2.00	1,400.00
10	cu. yds.	Rock Backfill in Drains	1.50	15.00
350	cu. yds.	Rock Surfacing	1.50	525.00
50	cu. yds.	Filler	0.25	12.50
50	yd. mi.	Hauling Filler	0.10	5.00
110	M-FBM	Treated Lumber in Culverts	85.00	9,350.00
			Subtotal	$ 86,311.50
			10% Engr. & Cont.	8,631.15
			Total	$ 94,942.65

Length of Roadwork 4.638 miles
Cost per mile $ 20,470.60

Roadside Improvement (Footpaths)
(Sta. 87+30 to 301+00)

9,500	cu. yds.	Common Excavation	$ 0.18	$ 1,710.00
500	cu. yds.	Solid Rock Excavation	0.60	300.00
12,000	yd. sta.	Overhaul	0.01	120.00
6,000	yd. mi.	Truck Haul	0.10	600.00
			Subtotal	$ 2,730.00
			10% Engr. & Cont.	273.00
			Total	$ 3,003.00

Length	4.025 miles
Cost per mile	$ 746.08

Bridge

29	M.F.B.M.	Treated Lumber in Bridge	$ 95.00	$ 2,755.00
50	cu. yds.	Class "A" Concrete	21.00	1,050.00
65	cu. yds.	Class "D" Concrete	21.00	1,365.00
18,000	lbs.	Metal Reinforcement	0.05	900.00
180	lin. ft.	Composite Handrail	4.00	720.00
			Subtotal	$ 6,790.00
			10% Engr. & Cont.	679.00
			Total	$ 7,469.00

Length	.016 mile

SUMMARY OF FUNDS REQUIRED

Item	Total Cost	Federal Aid Funds		State Funds
Roadwork	$ 94,942.65	$ 57,915.01	(61%)	$ 37,027.64
Roadside Improvement	3,003.00	1,831.83	(61%)	1,171.17
Bridge	7,469.00	4,556.09	(61%)	2,912.91
	$ 105,414.65	$ 64,302.93		$ 41,111.72

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

176-C

February 21, 1936

Mr. Roy L. Houck

McCredie Springs, Oregon

Dear Sir:

This letter is to inform you that we have today received information from the State Industrial Accident Commission that your account with that Commission was closed as of November 26, 1935, hence you no longer come under the provisions of the Workmen's Compensation Act.

It is one of the requirements of the State Highway Commission that all successful bidders on its work accept the provisions of the Oregon Workmen's Compensation Act to carry on their work in strict compliance with the provisions thereof. The Highway Commission will expect you to do this in connection with the contract that was awarded to you on February 7 for the construction of the Pringle Creek-Taylor Creek Section of the Pacific Highway in Marion County.

For details in connection with the compensation law, we respectfully refer you to the State Industrial Accident Commission.

Very truly yours,

Secretary

February 20, 1936

Mr. S. H. Probert

Office

Dear Sir:

The State Highway Commission at its meeting yesterday confirmed the award of the contract for the Pringle Creek-Taylor Creek Section of the Pacific Highway in Marion County to Roy L. Houck of Independence, who submitted the low bid therefor on February 7th. The contract was awarded by Mr. Baldock on February 14th.

The Commission also yesterday awarded to Theodore Arens and the Oregon Contracting Co. the contract for the construction of the Rainier Section of the Lower Columbia River Highway for which this company submitted the low bid on February 6th.

Very truly yours,

Secretary

HBG:dp

ES OF SERVICE DESIRED

DOMESTIC		FOREIGN	
TELEGRAM	☑	FULL RATE CABLE	
~~DAY LETTER~~		DEFERRED CABLE	
NIGHT MESSAGE		NIGHT CABLE LETTER	
NIGHT LETTER		WEEK-END CABLE LETTER	
SHIP RADIOGRAM		RADIOGRAM	

Sender should check class of service desired, otherwise message will be transmitted as a full-rate communication

COPY

POSTAL TELEGRAPH—CABLE CO.

TELEGRAM

FILE

SALEM OREGON FEBRUARY 14 1956

ROY L HOUCK
INDEPENDENCE OREGON

STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR CONSTRUCTION OF PRINGLE CREEK TAYLOR CREEK SECTION OF PACIFIC HIGHWAY AT YOUR BID PRICE SUBMITTED FEBRUARY SEVENTH STOP YOU MAY PROCEED WITH CONSTRUCTION IMMEDIATELY CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER
SECRETARY

get this confirmed by com

[illegible]

Very truly yours,

Secretary

HBG:MML

cc - Roy L. Houck, McCreedy Springs, Ore.

February 14, 1936

Mr. Roy L. Houck
Independence, Oregon

Dear Sir:

This letter is to confirm my today's wire to you, advising that the State Highway Commission has awarded you the contract for construction of the Pringle Creek-Taylor Creek Section of the Pacific Highway, in Marion County.

You may consider this letter as your authority and our request to begin construction immediately. Contract forms will be sent to you shortly for execution.

You are also requested to notify the National Reemployment Service at once of the approximate time work will begin and the number and classification of laborers needed for such work.

Very truly yours,

Secretary

[illegible]

cc - Roy L. Houck, McCready Springs, Ore.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

February 14, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 176-C, Pringle Creek-Taylor Creek section of the Pacific Highway, to Roy L. Houck, Independence, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews

F. E. Andrews
Sr. Highway Engineer

Frw

176-C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 4 1936
OREGON
STATE HIGHWAY COMMISSION

February 3, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to P.S.& E. papers covering Oregon Federal Aid Project 176-C.

Since the additional four feet in width of roadway between Stations 87+30 and 301+00 is being constructed to provide for the future construction of footpaths when the pavement is built, the segregation of the quantities as shown on the estimate is considered satisfactory.

The approved project statement sketch map shows the route as following the existing highway, whereas the plans submitted for this section show the proposed construction as being on new alignment approximately one mile east. For this reason a revised project statement sketch map will be necessary, and it is requested that five copies of revised sketch map be submitted.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

176-C

January 24, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of revised estimate for the Salem-Pringle Creek Section, Federal Aid Project No. 176-C. Likewise are enclosed five copies each of special provision page number 1 and bid sheet number 2.

Five blueprint copies each of revised plan sheets numbers 1, 2 and 11 are being sent under separate cover.

These papers have been revised by extension of the project from station 333+40 to 335+00.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department **Federal Aid Project No. 176-C**

SALEM-PRINGLE CREEK SECTION OF THE PACIFIC HIGHWAY IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Salem, Oregon, January 24, 1936

Roadwork:

All Required		Clearing and Grubbing		$ 1,000.00
700	cu. yds.	Trench Excavation	$ 1.00	700.00
290,500	cu. yds.	Common Excavation	0.23	66,815.00
5,500	cu. yds.	Solid Rock Excavation	0.70	3,850.00
313,000	yd. sta.	Overhaul	0.02	6,260.00
108,000	yd. mi.	Truck Haul	0.15	16,200.00
4.64	miles	Finishing Roadbed and Slopes	250.00	1,160.00
10,000	lin. ft.	Rounding Cutbanks	0.10	1,000.00
200	lin. ft.	6" Porous Drain Tile	0.30	60.00
700	lin. ft.	12" Concrete Pipe	1.00	700.00
700	lin. ft.	18" Concrete Pipe	2.00	1,400.00
10	cu. yds.	Rock Backfill in Drains	2.00	20.00
350	cu. yds.	Rock Surfacing	2.00	700.00
50	cu. yds.	Filler	0.50	25.00
50	yd. mi.	Hauling Filler	0.20	10.00
110	M-FBM	Treated Lumber in Culverts	90.00	9,900.00
			Subtotal	$109,800.00
			10% Engr. & Cont.	10,980.00
			Total	$120,780.00

Length of Roadwork 4.669 miles
Cost per mile $ 25,868.49

Roadside Improvement (Footpaths)
(Sta. 87+30 to 301+00)

9,500	cu. yds.	Common Excavation	$ 0.23	$ 2,185.00
500	cu. yds.	Solid Rock Excavation	0.70	350.00
12,000	yd. sta.	Overhaul	0.02	240.00
6,000	yd. mi.	Truck Haul	0.15	900.00
			Subtotal	$ 3,675.00
			10% Engr. & Cont.	367.50
			Total	$ 4,042.50

Length 4.025 miles
Cost per mile $ 1,004.34

Bridges:

29	M-FBM	Treated Lumber in Bridge	$ 100.00	$ 2,900.00
50	cu. yds.	Class "A" Concrete	22.00	1,100.00
65	cu. yds.	Class "D" Concrete	23.00	1,495.00
18,000	lbs.	Metal Reinforcement	0.06	1,080.00
180	lin. ft.	Composite Handrail	4.00	720.00
			Subtotal	$ 7,295.00
			10% Engr. & Cont.	729.50
			Total	$ 8,024.50

Length .015 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$ 120,780.00	$ 73,675.80	$ 47,104.20
Roadside Improvement	4,042.50	2,465.92	1,576.58
Bridge	8,024.50	4,894.94	3,129.56
	$ 132,847.00	$ 81,036.66	$ 51,810.34

176-C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JAN 24 1936
OREGON
STATE HIGHWAY COMMISSION

January 23, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 176-C, the Pringle Creek-Taylor Creek Section of the Pacific Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Our recommendation for approval of the additional width of grading as roadside improvement is subject to review and acceptance by our Regional Office.

A new sheet showing the channel change of Taylor Creek at the south end of the project should be submitted.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

176-C

January 20, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Salem-Pringle Creek Section, Federal Aid Project No. 176-B.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

C

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department   Federal Aid Project No. 176-C

SALEM-PRINGLE CREEK SECTION OF THE

PACIFIC HIGHWAY IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

24

Salem, Oregon, January ~~[illegible]~~ 1938

Roadwork:

All Required		Clearing and Grubbing		$ 1,000.00	
700	cu. yds.	Trench Excavation	$ 1.00	700.00	
290,500	cu. yds.	Common Excavation	0.23	66,815.00	
5,500	cu. yds.	Solid Rock Excavation	0.70	3,850.00	
313,000	yd. sta.	Overhaul	0.02	6,260.00	
108,000	yd. mi.	Truck Haul	0.15	16,200.00	
4.64	miles	Finishing Roadbed and Slopes	250.00	1,160.00	
10,000	lin. ft.	Rounding Cutbanks	0.10	1,000.00	
200	lin. ft.	6" Porous Drain Tile	0.30	60.00	
700	lin. ft.	12" Concrete Pipe	1.00	700.00	
700	lin. ft.	18" Concrete Pipe	2.00	1,400.00	
10	cu. yds.	Rock Backfill in Drains	2.00	20.00	
350	cu. yds.	Rock Surfacing	2.00	700.00	
50	cu. yds.	Filler	0.50	25.00	
50	yd. mi.	Hauling Filler	0.20	10.00	
110 ~~95~~	M-FBM	Treated Lumber in Culverts	90.00	~~8,550.00~~	9900.00
		Subtotal		~~$108,450.00~~	109,800.00
		10% Engr. & Cont.		~~10,845.00~~	10,980.00
		Total		~~$119,295.00~~	120,780.00

Length of Roadwork   4.669 ~~4.658~~ miles *

Cost per mile $ ~~25,678.52~~ 25,868.49

Roadside Improvement (Footpaths)
(Sta. 87+30 to 301+00)

9,500	cu. yds.	Common Excavation	$ 0.23	$ 2,185.00
500	cu. yds.	Solid Rock Excavation	0.70	350.00
12,000	yd. sta.	Overhaul	0.02	240.00
6,000	yd. mi.	Truck Haul	0.15	900.00
		Subtotal		$ 3,675.00
		10% Engr. & Cont.		367.50
		Total		$ 4,042.50

Length	4.025 miles
Cost per mile	$ 1,004.34

Bridge:

29	M-FBM	Treated Lumber in Bridge	$ 100.00	$ 2,900.00
50	cu. yds.	Class "A" Concrete	22.00	1,100.00
65	cu. yds.	Class "D" Concrete	23.00	1,495.00
18,000	lbs.	Metal Reinforcement	0.06	1,080.00
180	lin. ft.	Composite Handrail	4.00	720.00
			Subtotal	$ 7,295.00
			10% Engr. & Cont.	729.50
			Total	$ 8,024.50

Length	.015 mile .026 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	120 780.00 ~~$ 119,097.00~~	73,675.90 ~~$ 72,649.27~~	47,104.10 ~~$ 46,447.73~~
Roadside Improvement	4,042.50	2,465.92	1,576.58
Bridge	8,024.50	4,894.84	3,129.66
	~~$ 131,164.00~~ 132,847.00	~~$ 80,010.03~~ 81,036.66	~~$ 51,153.97~~ 51,810.34

6

Oregon State Highway Department　　　　Federal Aid Project No. 176-C

SALEM-PRINGLE CREEK SECTION OF THE

PACIFIC HIGHWAY IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 20, 1936

Roadwork

	All Required		Clearing and Grubbing		$ 1,000.00	
	700	cu. yds.	Trench Excavation	$ 1.00	700.00	
290,500	290,000	cu. yds.	Common Excavation	0.23	~~66,700.00~~	66,815.00
	5,500	cu. yds.	Solid Rock Excavation	0.70	3,850.00	
	313,000	yd. sta.	Overhaul	0.02	6,260.00	
	108,000	yd. mi.	Truck Haul	0.15	16,200.00	
	4.64	miles	Finishing Roadbed and Slopes	250.00	1,160.00	
10,000	~~24,000~~	lin. ft.	Rounding Cutbanks	0.10	~~2,400.00~~	1,000.00
	200	lin. ft.	6" Porous Drain Tile	0.30	60.00	
	700	lin. ft.	12" Concrete Pipe	1.00	700.00	
	700	lin. ft.	18" Concrete Pipe	2.00	1,400.00	
	10	cu. yds.	Rock Backfill in Drains	2.00	20.00	
	350	cu. yds.	Rock Surfacing	2.00	700.00	
	50	cu. yds.	Filler	0.50	25.00	
	50	yd. mi.	Hauling Filler	0.20	10.00	
	93	M-FBM	Treated Lumber in Culverts	90.00	8,370.00	
				Subtotal	$ ~~109,555.00~~	108,270.00
				10% Engr. & Cont.	~~10,955.50~~	10 827.00
				Total	$ ~~120,510.50~~	119097.00

Length of Roadwork	4.638 miles	
Cost per mile	$ ~~25,983.29~~	25,678.52

Roadside Improvement (Footpaths)
(Sta. 87+30 to 301+00)

9,500	cu. yds.	Common Excavation	$ 0.23	$ 2,185.00
500	cu. yds.	Solid Rock Excavation	0.70	350.00
12,000	yd. sta.	Overhaul	0.02	240.00
6,000	yd. mi.	Truck Haul	0.15	900.00
			Subtotal	$ 3,675.00
			10% Engr. & Cont.	367.50
			Total	$ 4,042.50

Length	4.025 miles
Cost per mile	$ 1,004.34

Bridge

29	M-FBM	Treated Lumber in Bridge	$ 100.00	$ 2,900.00
50	cu. yds.	Class "A" Concrete	22.00	1,100.00
65	cu. yds.	Class "D" Concrete	23.00	1,495.00
18,000	lbs.	Metal Reinforcement	0.06	1,080.00
180	lin. ft.	Composite Handrail	4.00	720.00
			Subtotal	$ 7,295.00
			10% Engr. & Cont.	729.50
			Total	$ 8,024.50

Length	.016 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
	119097.00	72,649.17	46,447.83
Roadwork	$ ~~120,510.50~~	$ ~~73,511.40~~	$ ~~46,999.10~~
Roadside Improvement	4,042.50	2,465.92	1,576.58
Bridge	8,024.50	4,894.94	3,129.56
	$ ~~132,577.50~~	$ ~~80,872.26~~	$ ~~51,705.24~~
	131, 164.00	80,010.03	51,153.97

CONTRACT# [redacted] 1829

173-B Rainier Sec., Columbia River 1936
Hwy.
1829

RECEIVED
APR 13 1938
FOR FILING
773-B

April 12, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of March 29, 1938, we are enclosing herewith five copies of excerpt from the minutes of September 15, 1936, covering an extension of time to August 31, 1936, for Contract No. 1829, the Rainier Section, F. A. Project No. 173-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 29, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Will you please furnish us four copies of an excerpt from the minutes of the Highway Commission regarding the extension of time to August 31, 1936, granted to Theodore Arenz and Oregon Contracting Company, contract No. 1829, for insertion in the final voucher for Oregon F.A.P. 173-B, Rainier section of the Columbia River Highway.

We have copies of the excerpt regarding the additional extension to September 15, but the first extension was apparently overlooked in preparing the voucher. Our letter of August 18, 1936, answering Mr. Eason's letter of July 16, 1936, indicated our approval of the extension. 9-15-36

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

RECEIVED
NOV 2 1936
FOR FILING

173-B

November 2, 1936

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that State Highway Contract No. 1829 for the construction of the Rainier Section of the Columbia River Highway in Columbia County has been completed by the contractors, Theo. Arens and the Oregon Contracting Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after November 12, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $42,471.72, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 2-8-1 5M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

173-B

October 20th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Your concurrence is requested on an extension of time to Theodore Arens and the Oregon Contracting Co. on their Contract #1829, Rainier Section of the Columbia River Highway in Columbia County, F.A.P. 173-B, from August 31st to September 15th.

On this contract the State underestimated the difficulty in carrying traffic during the rainy periods in the spring months. The contractor started work on April 20th, but might well have postponed working for another month. The early and long continued high water of the Columbia prevented his completing the culverts at an early date. It is also probable that the settlement of the fill at the west end of the project delayed the contractor's plans materially, as it required some readjustment in the method of procedure.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

800 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO

October 15, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith a request from Theodore Arems, with consent of surety, requesting the second extension of time on their Rainier contract from August 31 to September 15.

This contract was let on February 19. The resident construction engineer moved on the job on March 19. The contractor started work under the contract April 20. The original date of completion was July 31. On June 20, he asked for an extension of time to August 31, due to the wet weather, which interferred with his grading operations, and the high water in the Columbia River, which prevented concrete construction work on the culverts.

The paving work on the contract was completed on July 22. The box culvert construction work was finished on July 25. The cylinder tests gave such poor results that we kept the new pavement closed for the full 28-day period, so that between July 25 and August 17 no work was performed on this contract. The new pavement was opened to traffic in the last week of August, and it then required two weeks for the contractor to complete the shoulders and other details of the finish work.

It is, of course, a fact that the wet weather conditions delayed the contractor's operations and that the high water in the Columbia River prevented his completing the culverts at an early date. This is probably not an acceptable reason to the Bureau of Public Roads for granting an extension of time, but this section presented a very difficult situation because of the heavy traffic and the necessity for maintaining the traffic over the section under construction, as no detours were available or possible. Because of the difficulties encountered, it is recommended that the extension be granted without penalty.

Because of the circumstances, this request is being submitted to you for your approval before turning over to Mr. Glaisyer.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock ✓
H. G. Glaisyer

NOTED
State Highway Engineer

980 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

X

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO

173-

October 15, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith a request from Theodore Arens, with consent of surety, requesting the second extension of time on their Rainier contract from August 31 to September 15.

This contract was let on February 19. The resident construction engineer moved on the job on March 19. The contractor started work under the contract April [illegible]. The original date of completion was July 31. On June 20, he asked for an extension of time to August 31, due to the wet weather, which interferred with his grading operations, and the high water in the Columbia River, which prevented concrete construction work on the culverts.

The paving work on the contract was completed on July 22. The box culvert construction work was finished on July 25. The cylinder tests gave such poor results that we kept the new pavement closed for the full 28-day period, so that between July 25 and August 17 no work was performed on this contract. The new pavement was opened to traffic in the last week of August, and it then required two weeks for the contractor to complete the shoulders and other details of the finish work.

It is, of course, a fact that the wet weather conditions delayed the contractor's operations and that the high water in the Columbia River prevented his completing the culverts at an early date. This is probably not an acceptable reason to the Bureau of Public Roads for granting an extension of time, but this section presented a very difficult situation because of the heavy traffic and the necessity for maintaining the traffic over the section under construction, as no detours were available or possible. Because of the difficulties encountered, it is recommended that the extension be granted without penalty.

Because of the circumstances, this request is being submitted to you for your approval before turning over to Mr. Glaisyer.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock ✓
H. G. Glaisyer

REFERRED TO
BY SECRETARY

173-13

#1829
x

October 15, 1936

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Theo. Arenz and Oregon Contracting Company on Contract No. 1829 for the construction of the Rainier Section of the Columbia River Highway in Columbia County. This payment will be made on or after October 25, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

173-B

x

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO. No. 8

October 8, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 173-B, Rainier Section, Columbia River Highway, Columbia County, ________________, was made by a representative of this office on September 19, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Lcs

#1829

173-B

September 29, 1936

Mr. F. D. Eason,
Division Engineer,
Salem, Oregon.

Dear Sir:

You are advised that the time limit on the Theo. Arens & Oregon Contracting Co. Contract No. 1829, Rainier Section in Columbia County, expired on August 31, 1936.

According to our records this contract was not completed until September 15th. Will you please request the contractors to make application for an extension of time and forward us your recommendation.

The application must be accompanied by the written consent of the surety on the bond furnished in connection with the contract.

Very truly yours,

Secretary.

Dist. by J. McFarland.

Form 338—5M—11-35

173-B

C[illegible]N STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept 26, 1936

Section Rainier Sec

Kind of work Grading & Paving

Highway [illegible]

Section prefix S-1152

Contractor Theo Arenz Gore City

Contract number 1829

Date of contract Feb 10, 1936

Date of completion July 31, 1936

Date work started Apr 28, 193[illegible]

Estimated date of completion ...., 193....

Amount of contract $........

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $........

Per cent of contract completed, based on total contract price ....%

Engineering cost to date, $........, ...%

Date project was completed Sept 15, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The final estimate is nearing completion and will be in the first of week.

[illegible] finished [illegible] all the preliminary work that he can do on [illegible] [illegible]. His investigations have shown that there is [illegible] on the [illegible] plane normally only reached [illegible] when [illegible] is saturated.

RECEIVED
SEP 2[illegible] 1936
CONST. [illegible]

RECEIVED
SEP 28 1936
DIVISION ENGINEER
DIVISION NO. 2

Signed C. L. Haynes

Address Rainier, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ...., Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 5-A-1 10M 4-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

X

173-13

September 9th, 1936

Mr. F. D. Eason
Division Engineer
Office

Dear Sir:

Mr. Baldock has approved the Order for State Force Work on the Rainier Section in the amount of $240, but suggests that as soon as the grading is stabilized that arrangements be made to pave this with black pavement by State Force or otherwise.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

173-13

August 21, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to Mr. Mason's letter of July 27th relative to settlement of fill on Oregon Federal Aid project 173-B.

A field investigation of this project checks the conditions as covered in your letter. The elimination of the paving on the east lane, Sta. 636 to 638+50, bringing the fill to grade with additional rock, and the oiling with State forces meets with our approval and this change will be recommended.

Very truly yours,

W. H. LYNCH
District Engineer

FORM 9-A1 10M 4-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

173-13

July 16th, 1936

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time for the Oregon Contracting Company and Theo. Arens on their contract, #1829, on the Rainier Section until September 1st, 1936. The delay was occasioned by the high water of the Columbia, which prevented work on culvert extensions, and the very rainy June, which has greatly delayed paving work and caused a great deal of unexpected work in handling traffic.

This extension was requested without penalty or engineering costs.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM S-A-1 6M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

173-B

July 13, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
State Highway Engineer

Attention: Mr. H. B. Glaisyer.

Dear Sir:

Referring to the application of the Oregon Contracting Company and Theodore Arens for an extension of time on their contracts No. 1829, Rainier Section, and No. 1852, Columbia County Line-Portland Section: — 171-a

All work on the Rainier Section except concrete box culvert extensions will be completed within the original time limit. The contractor was unable to start the concrete work on these culverts until approximately July 1, due to the high water in the Columbia River which backs the water up well above the foundation work. This, of course, was no fault of the contractor, and I recommend that the time be extended on this contract 30 days to cover the completion of this concrete culvert work.

On the Columbia County Line-Portland Section, the contractor was awarded the job April 16, but was requested to withhold starting his construction work until certain right of way settlements had been made. He started work about the middle of May but was still held up somewhat by right of way settlements which had not been completed. I believe, therefore, that the contractor is entitled to an extension of 30 days' time for the completion of this project, from August 31 to September 30. I recommend that this be allowed.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock ✓
H. G. Smith

173-13

June 27, 1936

Mr. W. E. Chandler,
Division Engineer,
Salem, Oregon.

Attention: F. D. Eason,
Asst. Division Engineer.

Dear Sir:

We hand you herewith copies of letters from the Oregon Contracting Co. and Theo. Arens, requesting extension of time on their contracts No. 1829 - Rainier Section and No. 1852 - Columbia County Line-Portland Section.

Kindly advise of your recommendation so that the matter can be presented to the Highway Commission.

Very truly yours,

Secretary.

Dict. by J. McFarland.

FORM 9-B-1 1M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

173-B

June 26, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Roy L. Houck,
General Highway Construction,
Route 4, Box 146-A,
Salem, Oregon.

NOTED
State Highway Engineer

Dear Sir:

We are returning herewith, approved, a copy of your subcontract with J. F. Johnston for work in connection with the treated timber culverts and treated timber trestle on the Pringle Creek-Taylor Creek Section of the Pacific Highway, Contract No. 1829. You may proceed with the work under the provisions of this agreement at once.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

Wilbur M. Darby.

WMD:AM
cc R. H. Baldock ✓
H. G. Smith
H. S. Swart

173-a

June 24, 1936

E. C. Hall
775 W. 11th St.
Eugene, Oregon

Dear Sir:

We find, upon investigation, that you were not notified of the action taken by the State Highway Commission on your request of July 20, 1935 for an extension of time in which to complete your contract for grading and paving East Rainier Section of the Columbia River Highway in Columbia County. There follows an excerpt from the minutes of the State Highway Commission meeting held on August 14, 1935 covering this matter:

"E. C. Hall, Contract No. 1695, for grading and paving East Rainier Section of the Columbia River Highway in Columbia County, requested an extension of time of ten days from July 31 to August 10, 1935, in which to complete this project, giving as his reason that his operations were seriously handicapped by unusually wet weather conditions during the months of May and June. The Engineer advised that this project has been prosecuted as fast as weather conditions would permit and that the contractor is not at fault for having failed to complete the project within the time limit specified. He recommended that the request be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote."

This information is given you simply to complete your records on this subject.

Very truly yours,

Secretary

DP

Form 333—5M—11-35

173-B

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 20, 1936

Section Rainier

Kind of work Grading & Paving

Highway Columbia River

Section prefix 5-1102

Contractor Theo Arenz & Ore Cont Co

Contract number 1829

Date of contract Feb 19, 1936

Date of completion July 31, 1936

Date work started Apr 20, 1936

Estimated date of completion July 31, 1936

Amount of contract $ 38443.50

Per cent of time elapsed 75 %

Estimated cost of completed project, exclusive of engineering $ 41168.50

Per cent of contract completed, based on total contract price 42 %

Engineering cost to date, $ 1670, 72 %

Date project was completed ——, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Tuesday - Mr Stoddard of the Bureau spent several hours here

Thurs - Mr Smith & Mr Chandler stopped on their way through

Friday - [illegible] Sta 616 to 621 and 622 + 631

Signed C.R. Hayne

Address Rainier, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project 0.86					
Miles partially completed					
Miles completed					
Total estimated quantities	30000				
Estimated quantities moved or placed to date	20000				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	2				
Hours per shift	7				
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Mult COUNTY	Wash COUNTY	Col COUNTY	COUNTY	OTHER SOURCES		
Men	2		15			2	
Men and teams							
Men and trucks under 3 tons		1	4				
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers 1, Sheet-foot rollers ...., Sl. trucks 5, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			No Delay
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Ore. 173-B

June 15, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Encls.

Jan

H+p. 28365

Form P. R. 2
State Oregon
Project No. 173, Section B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of April, 1936

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 14th day of October, 1931, a project statement, which was approved by the Secretary on the 30th day of November, 1931, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 17th day of January, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-five thousand, seven hundred ninety-five and 57/100 dollars ($25,795.57) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920, and from Chap. 88, Laws of 1931.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 616+85 on Commercial Street at the west end of Section A of said project, and survey station 690+00 on Commercial Street between Market Street and California Street in the City of Rainier, in the S. 1/2 of Sec. 16, T. 7 N., R. 2 W., W. M. (excepting therefrom that portion between survey stations 652+00 and 668+75), length 0.858 of a mile~~s~~, in Columbia County, being Section B of Oregon project No. 173, consisting of 0.858 of a mile~~s~~ of roadway and no bridges, of more than 20 feet clear span, known locally as the Rainier Section of the Columbia River Highway between official control points Astoria and Portland on Federal Aid Route No. 1.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section **B** of said project shall not in any event exceed the sum of **twenty-five thousand, seven hundred ninety-five and 57/100** dollars ($**25,795.57**), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of **forty-two thousand, two hundred eighty-seven and 84/100** dollars ($**42,287.84**), the approved total estimated cost of Section **B** of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **the State Treasurer**

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed~~ the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 41, Laws of 1927, and Chap. 88, Laws of 1931.**
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 25th day of May, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By F L Fonville
Member, State Highway Commission.
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,
By R. E. Boykin
Acting Chief, Bureau of Public Roads.

S—3513

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as/Project No. 173-B, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 42,287.84 as the total estimated cost of said project, and the sum of $ 25,795.57 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 25th day of May one thousand nine hundred and Thirty-six

Secretary of Agriculture,
By L. E. Boykin
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4820

FORM 2-K-1 1500 3-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

173-13

June 1, 1936

Mr. Theodore Arenz
10503 N. E. Sandy Boulevard
Portland, Oregon

Dear Sir:

We have your letter of the 28th ultimo relative to right of way settlements on the Columbia County end of your contract.

We are advised that there were only three properties in question at this point and on Thursday, May 28th, which was the same day that your letter was written, Mr. Bentley advised Mr. L. W. Franklin, our resident engineer on the work, that two of these properties had been acquired. We have no doubt that this information was passed on to you immediately.

We also are advised that the excavation work for the basement on the Lena W. Matthias property is starting today and that the work will be prosecuted promptly to completion. It may take two weeks or more before this work is finally finished, but, as we understand the matter, this building is approximately two miles from where you are working and there will be absolutely no occasion for you to conduct any of your construction operations in the vicinity of this building until the same has been moved.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

NOTED
State Highway Engineer

JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. W. E. Chandler

173-B

✓

May 26, 1936.

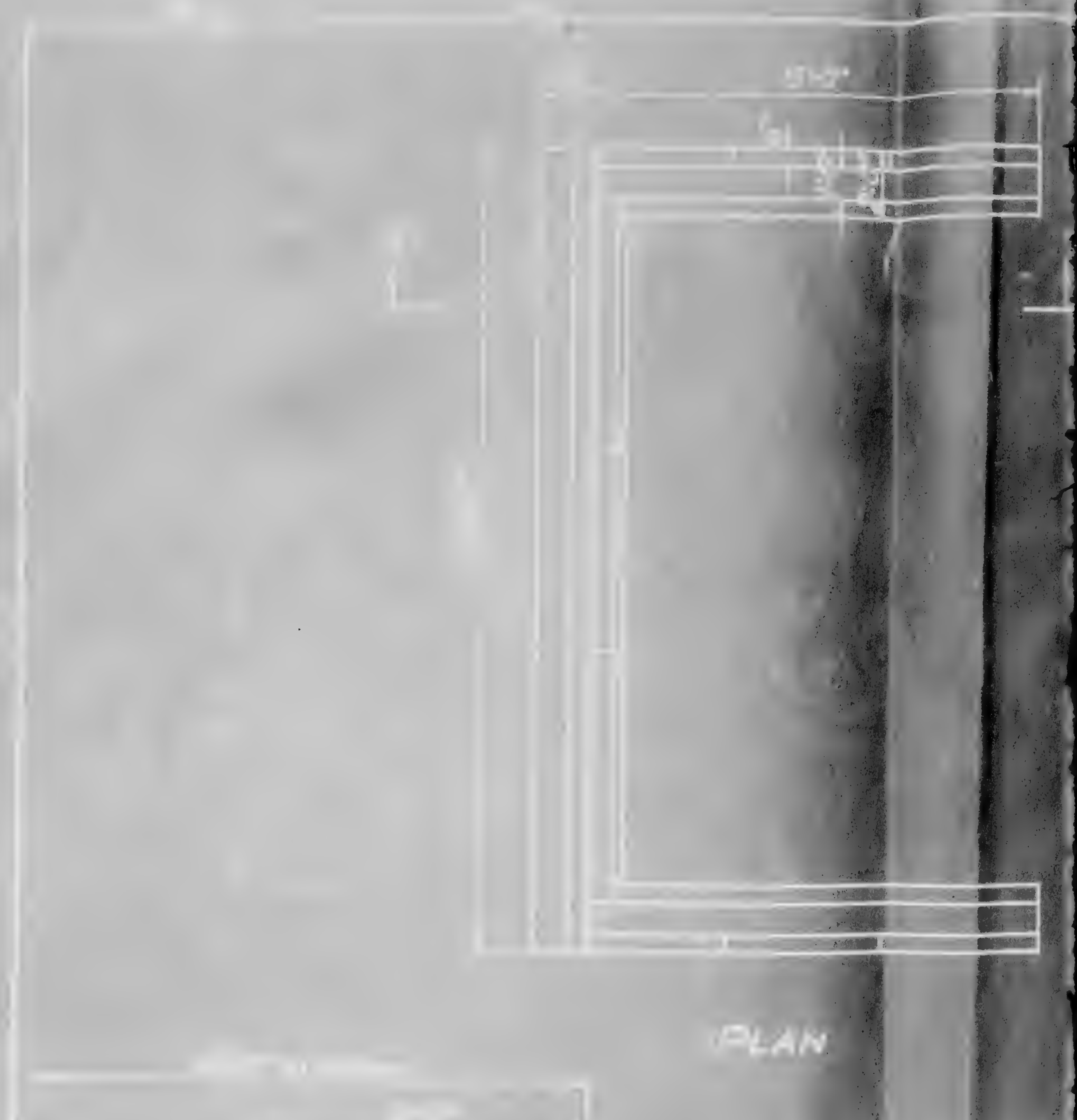
Mr. Kmease:

We hand you herewith a revised detail of the retaining wall and foundation for the Knights of Pythias building in Rainier.

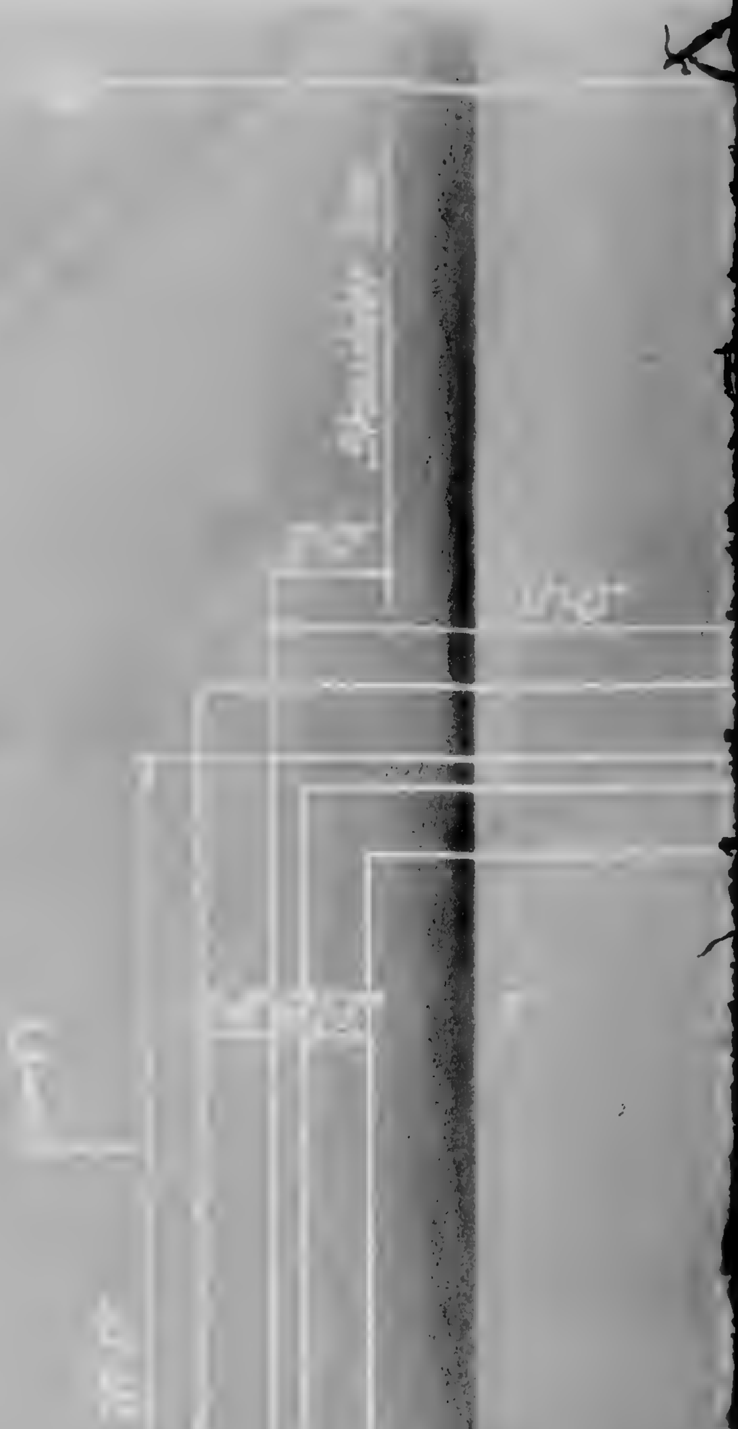
O. A. Chase

OAC:AP

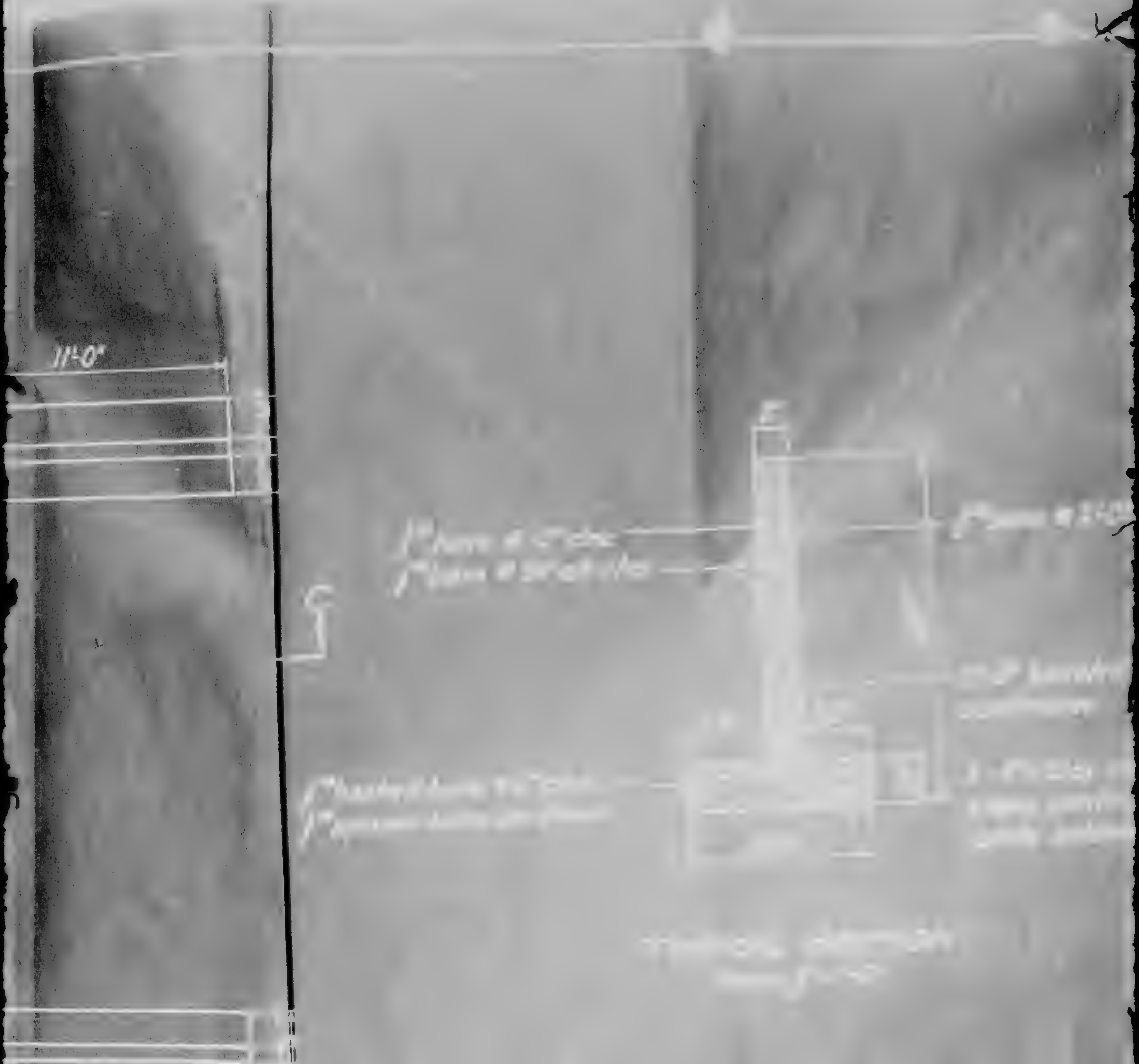
cc R. H. Baldock
W. E. Chandler

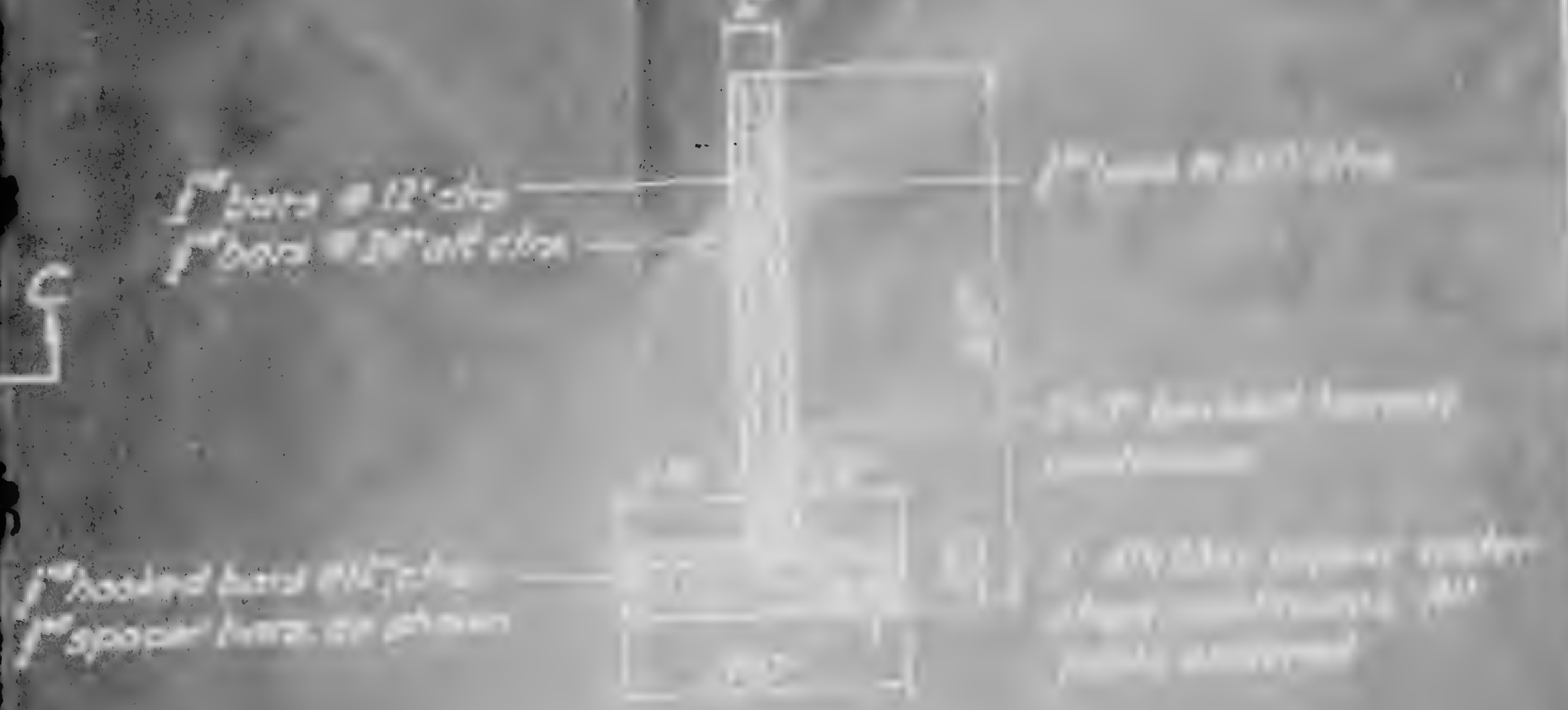

PLAN

[illegible]



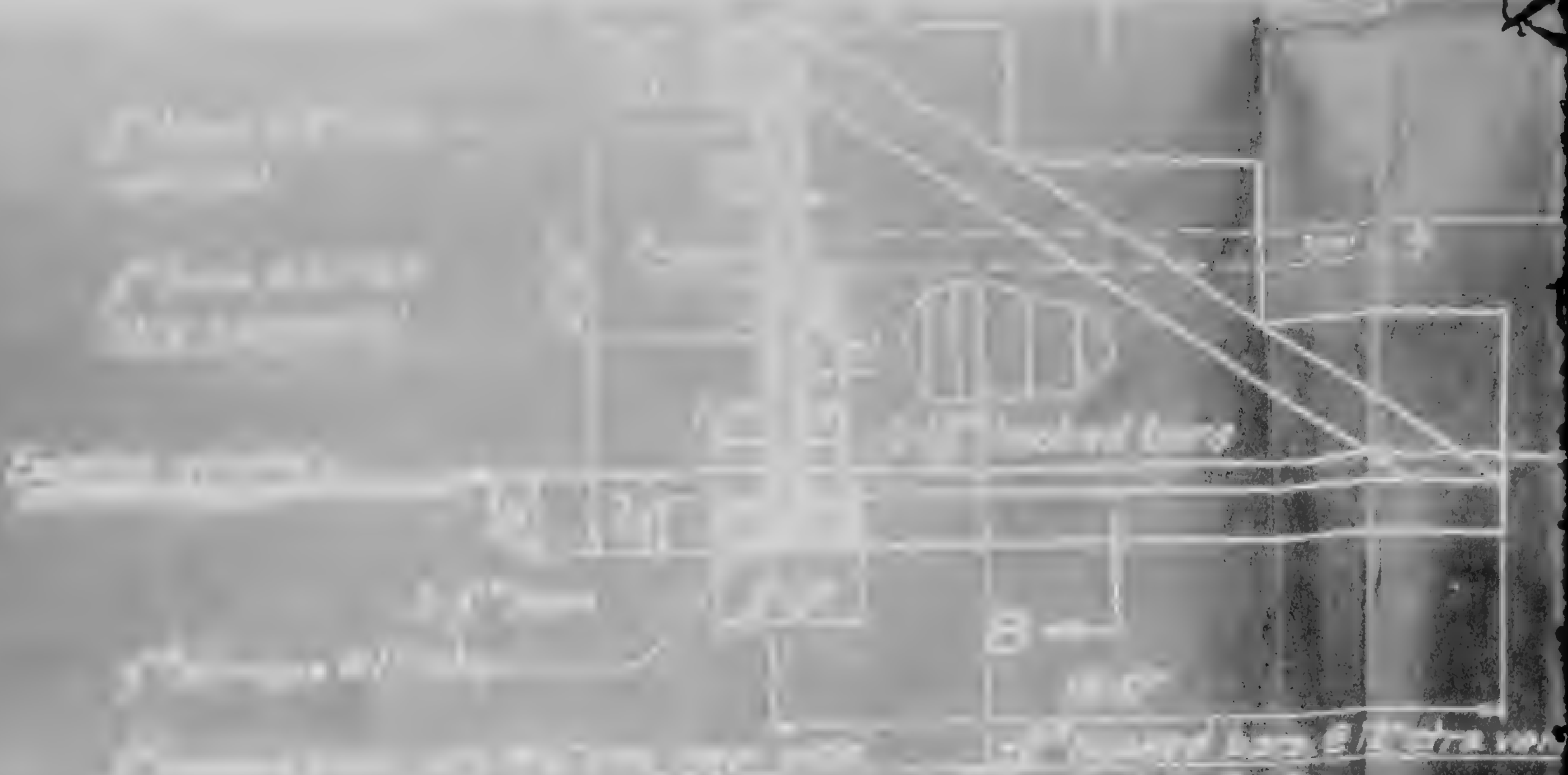
PLAN


11'-0"
PLAN
TYPICAL SECTION

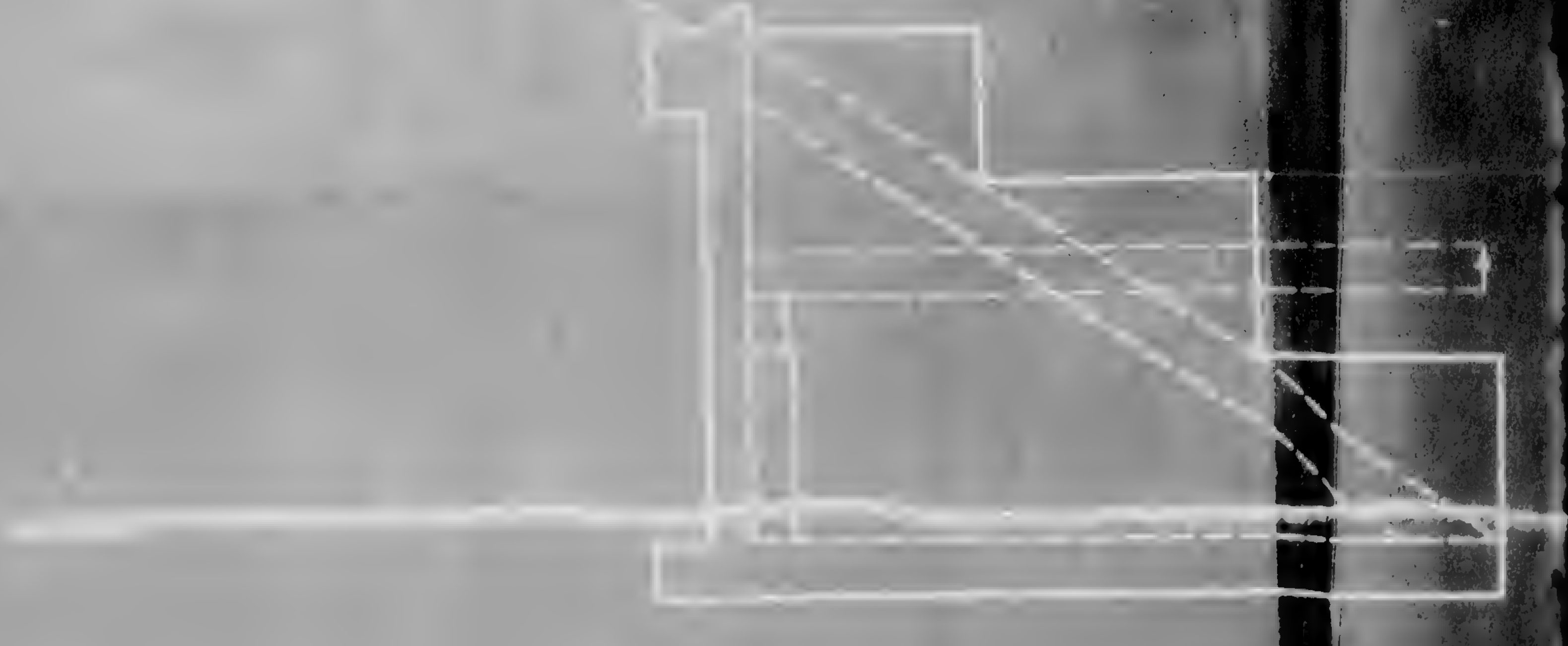

½" bars @ 12" ctrs
½" bars @ 24" alt ctrs
½" bars @ [illegible] ctrs
[illegible] bonded [illegible]
[illegible]
½" hooked bars @ 12" ctrs
½" spacer bars as shown
[illegible]
[illegible]

TYPICAL SECTION

Scale [illegible]



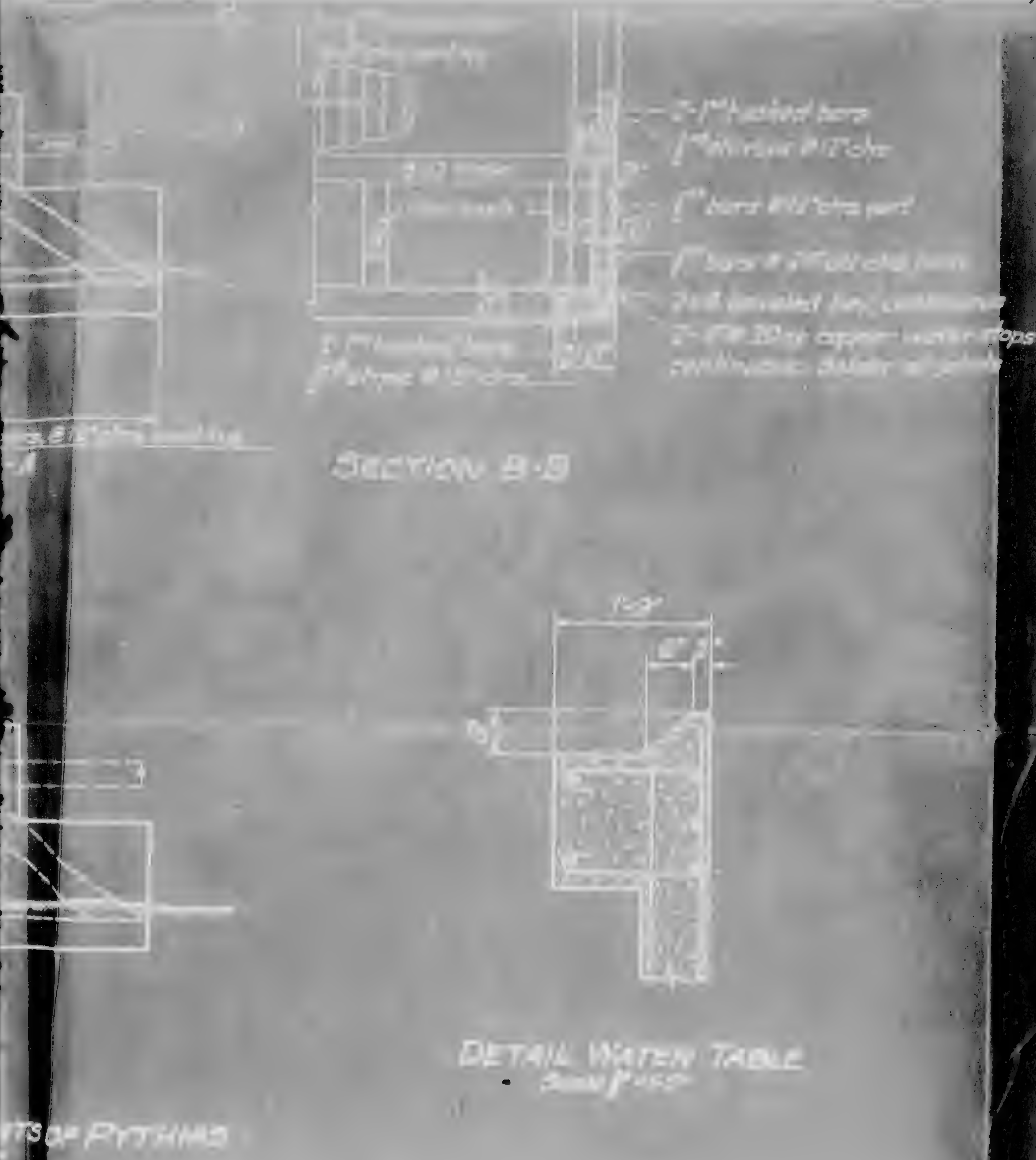
SECTION A-A



END VIEW

BUILDING WALLS FOR KNIGHTS OF PYTH

Scale 1/8" = 1'-0"

 2-1" twisted bars
1" twisted bars
SECTION B-B
DETAIL WATER TABLE
Scale 1"=1'-0"
TS OF PYTHIAS

SECTION [illegible]

DETAIL [illegible]

OREGON
STATE HIGHWAY COM
RETAINING W
FOR
BUILDINGS IN RAIN
GENERAL DE

SCALE AS NOTED
DRAWN BY
DATE [illegible]
TRACED BY L.S.S.

[illegible]

STATE HIGHWAY COMMISSION

RETAINING WALLS

FOR

BUILDINGS IN RAINIER-COL. CO
GENERAL DETAILS

SCALE AS NOTED
MAY 23, 19[illegible]

DRAWN BY
TRACED BY [illegible]

[illegible]
DRAWING NO. 5854

FORM 5-B-1 500 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

173-B

May 19, 1936

IN REPLY PLEASE REFER TO FILE NO.
5-1102

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
State Highway Engineer

Attention: Mr. J. H. Devers.

Dear Sir:

There is attached hereto a copy of a proposed subcontract between Theodore Arenz, party of the first part, and Carl Alexandersen and Ed Lund, parties of the second part, for the construction of cement rubble masonry walls on the Rainier Section of Route No. 30, in Columbia County.

May we have your approval as to form? For your information, will advise that this proposed subcontract is well within the 20 per cent allowable for work of this kind.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock
H. G. Smith

173-B

May 18, 1936

Mr. E. H. Young, Trustee
Rainier Lodge No. 58
Knights of Pythias
Rainier, Oregon

Dear Sir:

I have requested our Construction Engineer, Mr. H. G. Smith, to call on you and determine what you have in mind relative to the change in plan of the wall mentioned in your letter of May 16.

Very truly yours,

State Highway Engineer

RHB:MI
cc Mr. H. G. Smith

Mr. Smith:
You may want to take along Chase or somebody from the Bridge Department to determine the details on the plans.

173-B

March 16, 1936

Theo. Arens & Oregon Contracting Co.
10509 N. E. Sandy Boulevard
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract no. 1829 awarded to you on February 19, 1936 for 0.86 mile grading and paving in the Rainier Section of the Columbia River Highway in Columbia County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DP

173-B

March 10, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Rainier Section, F. A. Project No. 173-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 173-B

RAINIER SECTION OF THE

COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 5, 1936

20' Roadway (Sta. 616+85 to 652+00)

All Required		Clearing and Grubbing		$ 531.47
20	cu. yds.	Trench Excavation	$ 1.50	30.00
15,500	cu. yds.	Common Excavation	0.43	6,665.00
14,000	cu. yds.	Solid Rock Excavation	0.43	6,020.00
8,000	yd. sta.	Overhaul	0.02	160.00
0.46	mile	Finishing Roadbed and Slopes	500.00	230.00
2,000	lin. ft.	Rounding Cutbanks	0.15	300.00
150	lin. ft.	4" Drain Pipe	0.50	75.00
60	lin. ft.	12" Concrete Pipe	1.50	90.00
30	lin. ft.	15" Corr. Iron Pipe	2.00	60.00
28	cu. yds.	Class "D" Concrete	25.00	700.00
2,300	lbs.	Metal Reinforcement	0.06	138.00
80	cu. yds.	Cement Rubble Masonry	10.00	800.00
30	cu. yds.	Rock Backfill	2.00	60.00
5,400	sq. yds.	Portland Cement Concrete Pavement	1.85	9,990.00
550	lin. ft.	Expansion Joints	0.20	110.00
2,700	lin. ft.	Contraction Joints	0.04	108.00
2,700	only	Dowels	0.20	540.00
2,300	lbs.	Tie Bars and Reinforcement	0.06	138.00
170	cu. yds.	Sand Cushion	1.50	255.00
850	cu. yds.	Rock Base	1.50	1,275.00
15	cu. yds.	Stone Filled Drains	2.00	30.00
600	cu. yds.	Lower Course of Shoulders	1.50	900.00
250	cu. yds.	Top Course of Shoulders	1.75	437.50
20	cu. yds.	¾" - 0" Screenings	2.00	40.00
120	cu. yds.	Rock Footpaths	2.50	300.00
120	cu. yds.	Filler	0.50	60.00
240	yds. mi.	Hauling Filler	0.20	48.00
			Subtotal	$ 30,090.97
			10% Engr. & Cont.	3,009.09
			Total	$ 33,100.06

Length 0.456 mile
Cost per mile $72,587.86

18' Roadway (Sta. 668+75 to 690+00)

All Required		Clearing and Grubbing		$ 468.53
80	cu. yds.	Trench Excavation	$ 1.50	120.00
500	cu. yds.	Common Excavation	0.43	215.00
18,000	yd. mi.	Truck Haul	0.20	3,600.00
0.40	mile	Finishing Roadbed and Slopes	500.00	200.00
50	lin. ft.	4" Drain Pipe	0.50	25.00
4	only	Inlets for 4" Drains	25.00	100.00
62	cu. yds.	Class "D" Concrete	25.00	1,550.00
9,700	lbs.	Metal Reinforcement	0.06	582.00
5	cu. yds.	Stone Filled Drains	2.00	10.00
500	cu. yds.	Lower Course of Shoulders	1.50	750.00
200	cu. yds.	Top Course of Shoulders	1.75	350.00
30	cu. yds.	¼" - 0" Screenings	2.00	60.00
100	cu. yds.	Rock Footpaths	2.50	250.00
80	cu. yds.	Filler	0.50	40.00
160	yd. mi.	Hauling Filler	0.20	32.00
			Subtotal	$ 8,352.53
			10% Engr. & Cont.	835.25
			Total	$ 9,187.78

Length 0.402 mile
Cost per mile $ 22,855.18

FEDERAL AID FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
20' Roadway	$ 33,100.06	$ 20,191.03 (61%)	$ 12,909.03
18' Roadway	9,187.78	5,604.54 (61%)	3,583.24
	$ 42,287.84	$ 25,795.57	$ 16,492.27

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 88, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 88, laws 1931

Form 8-A-1 5M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

173-B

March 6th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. P. R. Smith
3403 N.E. 13th St.
Portland, Oregon

Dear Sir:

NOTED
State Highway Engineer

We find that it will be a week or ten days before the contractor will be ready to start on the Rainier project. Therefore, it will delay starting the engineering work for that period of time. We will advise you when ready.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
H. E. Hackett
R

cc to: R. H. Baldock

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

173-

March 5, 1936

State Highway Engineer

Mr. W. E. Chandler
Division Engineer
Office

Dear Sir:

Herewith we return to you copy of proposed subcontract between Oregon Contracting Co. & Theodore Arena, parties of the first part, and W. Hargreaves, Wilbur E. Hargreaves, and Melvin R. Hargreaves, parties of the second part, relative to Contract No. 1829 covering grading and paving of the Rainier Section of the Columbia River Highway in Columbia County.

This proposed subcontract is approved by us as to form, if the same is satisfactory to you as to percentages of work subcontracted, engineering features, and fairness of prices to be paid to the subcontractors, or other construction conditions imposed upon them.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

Enclosures
JWD:AW
cc Mr. R. H. Baldock ✓
Mr. H. G. Smith

FORM 5-B-1 500 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

123-13

March 3, 1936.

IN REPLY PLEASE REFER TO FILE NO.
5-1102

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. J. M. Devers.

Dear Sir:

There is attached hereto a copy of a proposed subcontract between Oregon Contracting Company & Theodore Arens and W. Hargreaves & Sons for the construction of culverts on the Rainier Section of the Columbia River Highway in Columbia County.

May we have your approval as to form on this instrument?

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock ✓
H. G. Smith

NOTED
State Highway Engineer

173-13

February 20, 1936

Theodore Arens and Oregon Contracting Co.
10509 N. E. Sandy Boulevard
Portland, Oregon

Gentlemen:

Confirming our wire to you of today's date, the Oregon State Highway Commission awarded you on February 19th the contract for the 0.456 mile of grading and paving and 0.402 mile grade widening in the Rainier Section of the Columbia River Highway in Columbia County.

You may consider this as your authority and our request to commence operations immediately.

Contract forms will be forwarded to you shortly for execution, and you are requested to notify the National Reemployment authorities of the date operations will begin and the approximate number of men and the classifications of laborers required to do the work.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

DP
encl.

OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM ☐	FULL RATE ☐
DAY LETTER ☐	DEFERRED ☐
NIGHT MESSAGE ☐	NIGHT LETTER ☐
NIGHT LETTER ☐	SHIP RADIOGRAM ☐

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

1207-A

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM OREGON FEBRUARY 20 1936

To THEODORE ARENZ AND OREGON CONTRACTING CO.

Street and No. 10509 N. E. SANDY BOULEVARD

Place PORTLAND, OREGON

STATE HIGHWAY COMMISSION YESTERDAY AWARDED YOU CONTRACT FOR CONSTRUCTION OF RAINIER SECTION OF COLUMBIA RIVER HIGHWAY ON BASIS YOUR LOW BID SUBMITTED FEBRUARY SIXTH STOP YOU MAY START CONSTRUCTION IMMEDIATELY CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLAISYER, SECRETARY

File /

Sender's address for reference

WESTERN UNION GIFT ORDERS SOLVE THE PERPLEXING QUESTION OF WHAT TO GIVE.

Sender's telephone number

Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 21 1936
OREGON
STATE HIGHWAY COMMISSION

February 19, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 173-B, Rainier section of the Columbia River Highway, to Theo. Arenz & Oregon Contracting Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews

F. E. Andrews
Sr. Highway Engineer

#1829
173-B

Theo. Avery and Oregon Contracting Co.
Portland Oregon

State Highway Comm yesterday awarded you contract for construction of Rainier section of Columbia River Highway on basis your low bid submitted February 6th stop

You may start construction immediately contract forms follow shortly.

[illegible] Senator

173-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

January 17, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Project No. 173-B, the Rainier section of the Columbia River Highway, have today been recommended for approval. This is your authority for advertising for bids, subject to final review and approval by the Chief Engineer of the Bureau.

It is noted that the light fills call for 1-1/2 to 1 slopes instead of 3 to 1 slopes, but inasmuch as there is only a small amount of this work involved, we are recommending approval as submitted.

Very truly yours,

W. H. LYNCH
District Engineer

By F.E. Andrews
F. E. Andrews
Sr. Highway Engineer

173-B

January 14, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Rainier Section, Federal Aid Project No. 173-B.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bash/ER

Encl.

Oregon State Highway Department   Federal Aid Project No. 173-B

RAINIER SECTION OF THE

COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 14, 1936

20' Roadway (Sta. 626+85 to 652+00)

All Required		Clearing and Grubbing		$ 1,200.00
20	cu. yds.	Trench Excavation	$ 1.00	20.00
15,500	cu. yds.	Common Excavation	0.30	4,650.00
14,000	cu. yds.	Solid Rock Excavation	0.70	9,800.00
8,000	yd. sta.	Overhaul	0.02	160.00
0.46	mile	Finishing Roadbed and Slopes	300.00	138.00
2,000	lin. ft.	Rounding Cutbanks	0.10	200.00
150	lin. ft.	4" Drain Pipe	0.30	45.00
60	lin. ft.	12" Concrete Pipe	1.50	90.00
30	lin. ft.	15" Corr. Iron Pipe	2.00	60.00
28	cu. yds.	Class "D" Concrete	23.00	644.00
2,300	lbs.	Metal Reinforcement	0.06	138.00
80	cu. yds.	Cement Rubble Masonry	10.00	800.00
30	cu. yds.	Rock Backfill	1.00	30.00
5,400	sq. yds.	Portland Cement Concrete Pavement	2.00	10,800.00
550	lin. ft.	Expansion Joints	0.20	110.00
2,700	lin. ft.	Contraction Joints	0.05	135.00
2,700	only	Dowels	0.20	540.00
2,300	lbs.	Tie Bars and Reinforcement	0.06	138.00
170	cu. yds.	Sand Cushion	1.70	289.00
850	cu. yds.	Rock Base	2.00	1,700.00
15	cu. yds.	Stone Filled Drains	2.50	37.50
600	cu. yds.	Lower Course of Shoulders	2.00	1,200.00
250	cu. yds.	Top Course of Shoulders	2.00	500.00
20	cu. yds.	¾" - 0" Screenings	2.00	40.00
120	cu. yds.	Rock Footpath	2.00	240.00
120	cu. yds.	Filler	0.50	60.00
240	yd. mi.	Hauling Filler	0.20	48.00
			Subtotal	$33,812.50
			10% Engr. & Cont.	3,381.25
			Total	$37,193.75

Length 0.456 mile
Cost per mile $ 81,565.24

18' Roadway (Sta. 668+75 to 690+00)

All Required		Clearing and Grubbing		$ 800.00
80	cu. yds.	Trench Excavation	$ 1.00	80.00
500	cu. yds.	Common Excavation	0.30	150.00
18,000	yd. mi.	Truck Haul	0.15	2,700.00
0.40	mile	Finishing Roadbed and Slopes	300.00	120.00
50	lin. ft.	4" Drain Pipe	0.30	15.00
4	only	Inlets for 4" Drains	3.00	12.00
62	cu. yds.	Class "D" Concrete	23.00	1,426.00
9,700	lbs.	Metal Reinforcement	0.06	582.00
5	cu. yds.	Stone Filled Drains	2.50	12.50
500	cu. yds.	Lower Course of Shoulders	2.00	1,000.00
200	cu. yds.	Top Course of Shoulders	2.00	400.00
30	cu. yds.	¾" - 0" Screenings	2.00	60.00
100	cu. yds.	Rock Footpaths	2.00	200.00
80	cu. yds.	Filler	0.50	40.00
160	yd. mi.	Hauling Filler	0.20	32.00
			Subtotal	$ 7,629.50
			10% Engr. & Cont.	762.95
			Total	$ 8,392.45

Length	0.402 mile
Cost per mile	$ 20,876.74

FEDERAL AID FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
20' Roadway	$ 37,193.75	$ 22,688.18 (61%)	$14,505.57
18' Roadway	8,392.45	5,119.39 (61%)	3,273.06
	$ 45,586.20	$ 27,807.57	$17,778.63

CONTRACT# [redacted] 1830

30-1112 Cold Springs Bridge-Holdman Sec.
1936

1830

RECEIVED
NOV 13 1936
FOR FILING

#1830

x

30-1112

November 13, 1936

General Casualty Company of America,
610 Board of Trade Bldg.,
E. D. Howe, Agent,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1830 for the construction of the Cold Springs Bridge-Holdman Section of the Pendleton-Cold Springs Highway in Umatilla County, has been completed by the contractor, H. C. Rogers, and that final settlement will be made by the State with said contractor for work done under said contract on or after November 23, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $52,533.67, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

30-1112

#1830

October 26, 1936

General Casualty Company of America,
E. D. Howe, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to H. C. Rogers on contract No. 1830 for the construction of the Cold Springs Bridge-Holdman Section of the Oendleton-Cold Springs Highway in Umatilla County. This payment will be made on or after October 26, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 5-M-1 900 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

October 12, 1938

30-1112

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

All work on the Cold Springs Bridge-Holdman Section of the Pendleton-Cold Springs Highway was satisfactorily completed by contractor H. C. Roberts on September 30th. The contract portion of the project overran approximately 1%, but due to a considerable saving in the engineering and contingency fund, total cost shows an underrun of approximately $3300.00 as compared with the project authorization.

The variation of amounts in contract items is explained in a letter from Resident Engineer Swift as follows:

"--Common Excavation being over and Solid Rock excavation being under was due to overclassification in the preliminary estimate. The total of both classifications being over was due to extra sloping on the existing slopes. This extra sloping also caused an overrun in the Truck Haul. Two 12" pipes marked galvanized iron turned out to be concrete and caused an overrun in concrete and an underrun in galvanized iron. The placing of the surfacing in varying depths, which was controlled by the thickness of the existing surfacing, contributed to the underrun in Hauling Surfacing Materials and Filler. The overrun in Sprinkling was due to a very dry summer and a slow contractor. The differences in the road oils was due to changing from the original specifications to the revised specifications. The contractor ran out of ½"-¼" oil rock and had to use some from the maintenance pile, which saused the underrun in the ½"-¼" Crushed Rock in Stockpile and Hauling Crushed Rock, Pile Measure."

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
cc

FORM S-M-1 200 8-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

X

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

October 12, 1936

30-1112

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
Chf. Highway Engineer

Attention Mr. H. G Smith, Construction Engineer

Dear Sir:

I am enclosing herewith semi-final estimate on the Cold Springs Bridge, Holdman Section of the Pendleton-Cold Springs Highway in Umatilla County. By express there is being forwarded to you the following data in support of semi-final estimate:

- One profile
- One construction map (white print, corrected to show revisions.)
- One book field notes
- One book platted sections
- One mass diagram
- One book earthwork computation sheets
- Twenty-six material receipt books

Very truly yours,

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

30-1112

October 10, 1936

General Casualty Company of America,
Seattle, Washington.

Attention: A. Panella.

Gentlemen:

Reference is made to your letter of October 8th concerning the H. C. Rogers Contract No. 1850 - Cold Springs Bridge-Holdman Section of the Pendleton-Cold Springs Highway in Umatilla County.

You are advised that the figure shown of $16,542.15 is for the payment of estimate #6 for work performed to September 10th on this contract. The warrant covering this payment was mailed to Mr. Rogers on October 1st. We are unable to advise you at this time the amount he will have coming on November 1st. However, to complete the contract he will receive approximately $11,000.00 more. This contract was approximately 92% complete on September 10th.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1830
Uma. Co.

GENERAL
H. K. DENT
PRESIDENT
T. E. LOYNAHAN
VICE-PRESIDENT

**GENERAL
CASUALTY COMPANY
OF AMERICA**
SEATTLE

1936

October 8, 1936

Oregon State Highway Department
Salem, Oregon

Attention Mr. Glaisyer:

Gentlemen:

Re: Bond No. 11457 - H. C. Rogers
Contract No. 1830 for regrading
and surfacing 7.34 miles of oil
surface, treatment and stockpiling
of Cold Springs bridge-Holdman
section of Pendleton-Cold Springs
Highway

Est. #6 to
9-10-36

We are surety on the bond guaranteeing the performance of the above captioned contract. On September 29, 1936 Mr. H. C. Rogers filed with us a new financial statement in which he shows $16,542.15 as being due from the State of Oregon on the above captioned project, and an additional amount of $10,000 due November 1, 1936. Will you please advise if the figures given to us by Mr. Rogers are substantially correct. We would also like to know the percentage of work completed to date.

Yours very truly,

A Panella
Surety Department

A. Panella
dp

12727 est, 1st

Form 338—5M—2-35

X

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct.3,1936, 193

Section Cold Springs Bridge - Holdman

Kind of work Grad. and Surf.

Highway Pendleton Cold Springs

Section prefix 30-1112

Contractor H.C.Rogers

Contract number 1830

Date of contract Mar.5,1936, 193

Date of completion Aug.31,1936, 193

Date work started Mar.20,1936, 193

Estimated date of completion Sept.30,1936, 193

Amount of contract $ 51,872.25

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 51,872.25

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1300, 3 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work finished on Wedensday of this week (Sept.30th,)

RECEIVED
OCT [illegible] - 1936

Signed Dean Swift

Address Pendleton, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#1830

x

33-1112

September 2, 1938

Mr. W. C. Williams,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Reference is made to your letter of August 31st concerning an extension of time on the H. C. Hagers Contract No. 1830 - Cold Springs Bridge-Holdman Section in Umatilla County.

It is noted that in your opinion the contractor will require more than the two weeks time which he requested in his letter to you of August 28th, and that you recommend an extension of time of thirty days. We would suggest that you request the contractor to make application for the thirty days time which will be required and have him address his application to Mr. R. H. Baldock so we will have the original letter to present to the Highway Commission when the matter is acted upon. It will also be necessary to have the written consent of the contractors surety on the bond to accompany the application.

Very truly yours,

Secretary.

Dict. by J. McFarland.

FORM 2-M-1 500 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

30-1112

August 31, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Secretary.

Dear Sir:

I am enclosing herewith copy of a letter addressed to me by H. C. Rogers, contractor on the Cold Springs Bridge-Holdman Section of the Pendleton-Cold Springs Highway. In his letter Mr. Rogers requests an extension of time of two weeks on his contract for this project.

Mr. Rogers basis his need for an extension on the fact that awarding of his contract was held up for 30 days and, furthermore, that the quarry turned out to be harder than anticipated and some labor conditions were troublesome.

It is a fact that awarding of this contract was held up pending settlement of right of way matters and had the contract been awarded immediately after receiving of bids, he would have been able to complete on time.

There has been no additional engineering expense and the only inconvenience to the traveling public has been the need of traveling the gravel surfaced road for a slightly longer period than would have been the case if the oiling work had been completed on time.

Although Mr. Rogers asks for two weeks of time, it is my belief he will require slightly more to complete the job entirely and I recommend that he be granted a 30 day extension of time without penalty. I am this date requesting Mr. Rogers to obtain the consent of his surety company for a 30 day extension and forward it direct to you.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

ENC
ccRH. Baldock

30-1112

#1830

July 20, 1938

Union Oil Company of California,
Yeon Building,
Portland, Oregon.

Attention: I. E. Totten.

Gentlemen:

Reference is made to your letter of July 17th concerning the H, C, Rogers Contract No. 1830 - Cold Springs-Holdman Section in Umatilla County.

You are advised that this contract was approximately 55% complete on July 10th. The date of completion is August 31, 1938. The contractor has been paid $15,693.80 and the retained percentage is $2,769.50.

Very truly yours,
STATE HIGHWAY COMMISSION
By

Secretary.

Dict. by J. McFarland.

#1830
Uma. Co

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ADDRESS REPLY
I. E. TOTTEN

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

July 17, 1936

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: H. C. ROGERS - Original Contractor
Contract #1830 - Umatilla County

We will appreciate your advising if the subject contract has been officially accepted by your Department, and if so, the date of acceptance.

For your convenience in replying we enclose herewith a business reply envelope. Thanking you kindly, we are

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

District Credit Supervisor

IET:B
Encl

[illegible] 10-
E - $ 18,463.30
R. - $ 2,769.50
Pd - $ 15,693.80

RECEIVED
JUL 18 1936

FORM S-M-1 300 12-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

7 - 1112

July 17, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salm , Oregon

Attention Mr. H. G. Smith
Construction Engineer

Dear Sir:

I am enclosing herewith price agreement on the Cold Springs Bridge-Holdman Section, Pendleton-Cold Springs Highway, Umatilla County:

This price agreement merely covers the change in oil specification to permit the use of 95 oil seal. There is no difference in price as the contractor agrees to construct this specification for the same bid prices as set forth in the contract.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

enc.

cc R. H. Baldock

FORM 5-M-1 500 12-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

30-1112

July 17, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salm , Oregon

Attention Mr. H. C. Smith
Construction Engineer

Dear Sir:

I am enclosing herewith price agreement on the Cold Springs Bridge-Holdman Section, Pendleton-Cold Springs Highway, Umatilla County:

This price agreement merely covers the change in oil specification to permit the use of 95 oil seal. There is no difference in price as the contractor agrees to construct this specification for the same bid prices as set forth in the contract.

Very truly yours,

W. C. Willi

W. C. WILLIAMS
Division Engineer

WCW:MA

enc.

cc R. H. Baldock ✓

FORM 8-S-1 1950 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

April 22, 1936

NOTED
State Highway Engineer

Mr. Dean Swift,
Resident Engineer,
Oregon State Highway Dept.,
Pendleton, Oregon.

Dear Sir:

Herewith we hand you copy of letter from C. D. Gabrielson, 155 North 14th St., Salem, Oregon, with further reference to the moving of a barn connected with right of way acquired from him in the South one-half of Section 29, Township 5 North, Range 31 East, W. M. in Umatilla County.

As mentioned in our letter of April fifteenth, you stated to us that the price submitted by Wilsey Brothers included leveling and preparing of a new site for the barn, together with the supplying of a foundation similar to the original. In the moving of buildings all moving contractors are required to leave the premises in a neat and satisfactory condition, and it would appear from Mr. Gabrielson's letter that the objections by his tenant to the condition in which the work has been left are very well taken and should be remedied at once by the moving contractor.

Will you kindly check into this matter further and advise Wilsey Brothers that we will not approve any claim for payment to them for the work done until such time as they have made an honest attempt to do a good job and have received a release from the tenant on the ground, or from Mr. Gabrielson.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:PW

cc R. H. Baldock
H. G. Smith
W. C. Williams
C. D. Gabrielson
155 North 14th St.
Salem, Oregon.

Copy

C. D. GABRIELSON
Insurance Adjuster
Phone 7834, 155 North
14th Street

Salem, Oregon

April 18th. 1936.

Received
Apr 20, 1936
Legal Dep't.

Mr. J. W. DeSouza, Attorney
Oregon State Highway Com.
Salem, Oregon.

Dear Sir:-

Since receiving your letter of the 15th. inst. I have received another letter from my tenant L. S. Thorne in which he states that Wilsey Bros. claim they had a contract to move the barn but not to level off the barn lot or do any other work such as removing the dirt piled up inside of the barn after digging the trenches for the foundation.

They asked the tenant to sign a release and statement that the work was done and satisfactory, but he refused to do so until it was completed.

I had the abstract of this property brought up to date a year ago, since then this has come up and I presume the state has recorded the new deed we gave for changing the road through the place, also likely you have put the releases, or will, on record as well as the contract for moving the barn.

This will cause some expense to me in bringing up the abstract to include these changes which are for the benefit of the state and I am asking nothing for the right of way, it appears to me that the Highway Commission should have the abstract brought up to date.

Yours very truly,

(Sgd.) C. D. Gabrielson

1-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

32-1112

April 15, 1936

Mr. Dean Swift
Resident Engineer
Oregon State Highway Dept.
Pendleton, Oregon

Dear Sir:

Herewith we hand you copy of letter received from Mr. C. D. Gabrielson relative to the moving of barn connected with right of way acquired from him in the south half of Section 29, Township 5 North, Range 31 East, W. M., in Umatilla County.

Your letter of February 25, 1936, stated that the price submitted for the moving of the barn included leveling and preparing a new site, together with the supplying of foundations similar to the original.

Will you please give the matter your attention, to the end that upon the completion of the work the objections cited in Mr. Gabrielson's letter will be met and the work will be completed to the mutual satisfaction of himself and his tenant?

Yours very truly,

J. M. DEVERS

By JWD
J. W. DeSOUZA
Assistant Attorney

Enclosure
JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. W. C. Williams

NOTED

C
O
P
Y

C. D. GABRIELSON
155 North 14th St.
Salem, Oregon

April 14, 1956

Mr. Harry Benson,
State Highway Commission,
Salem, Oregon.

Dear Sir:-

I have just received a letter from L. S. Thorne, my tenant on the ranch in Umatilla County, in which he says; Quote;

> "They have moved the barn across the creek and put in new sills where it was needed and some new siding. They haven't leveled the ground in the barn lot as yet. I think they ought to do this. They dug trenches around the outside and through the center where the sills went and left the dirt piled up inside. The state might do this if you write them. As far as they have gone everything is O. K."

I do not know whether or not your contract covers this finish of the job, but it is up to the state, or the contractor moving the barn, to finish the work. It may be that the state Highway Commission will complete this work when they start working on the road through the farm.

Kindly give this matter your attention before submitting a release to be signed by me. I suggest that whoever does this work that they get a statement that it is completed, signed by the tenant.

Mr. Thorne did not say whether, or not, the fence had been moved. He would likely take that contract from you if agreeable, although he did not say so.

Yours very truly,

(sgd.) C. D. GABRIELSON
C. D. Gabrielson

#1830

FORM 401 P. 7-35 5M

30-1112

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ECEIVED
APR 10 1936

ADDRESS REPLY
I. E. TOTTEN

6TH FLOOR YEON BUILDING
Portland, Oregon

ATWATER 9521

April 9, 1936

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: H. C. ROGERS - Original Contractor
Cold Springs Bridge, Umatilla County
Oregon State Highway Contract

We attach herewith one of our Contractor forms and will appreciate greatly your supplying the information necessary to complete this form. We are sorry we are unable to give you the contract number but we are informed that Mr. Rogers' work is in connection with the Cold Springs Bridge located in the vicinity of Wasco, Oregon.

For your convenience we enclose herewith a business reply envelope and wish to thank you for your kind assistance.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

District Credit Supervisor

IET:B
Encls

#1830
No work

30-1112

#1830

April 3, 1936

Associated Oil Company,
Pittock Block,
Portland, Oregon.

Attention: J. H. Dalton.

Gentlemen:

Reference is made to your letter of April 2nd concerning the H. C. Rogers contract No. 1830 - Cold Springs Bridge-Holdman Section in Umatilla County.

You are advised that the bond furnished in connection with this contract was written by the General Casualty Company of America for whom E. D. Howe who has offices in the Board of Trade Builsing, Portland, is resident agent. The amount of the bobd is $31,872.25. The completion date of this contract is August 31, 1936.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

3408 10M 11-35

ASSOCIATED OIL COMPANY

866-78 Pittock Block

PORTLAND, OREGON

[illegible] 1936

April 2, 1936

Mr. H.B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: H.C. Rogers - Job #1830

Dear Sir:

We are delivering petroleum products to the subject individual on job #1830 covering 6.34 miles regarding and surfacing and 7.34 miles of oil mat surface treatment, on the Cold Springs Bridge Holdman Section, Pendleton - Cold Springs Highway in Umatilla County, Oregon.

Will you please advise us the name and address of the bonding company who wrote the bond for Mr. Rogers in the amount of $51,700.00 which we understand covers the amount of the bid.

Very truly yours,

ASSOCIATED OIL COMPANY

JH Dalton
J.H. Dalton
Oregon Division Credit Manager

HLA:LH

30-1112

March 19, 1936

H. C. Rogers
1513 Lincoln Avenue
Yakima, Washington

Dear Sir:

By express we are forwarding to you a fully executed copy of contract no. 1830, awarded to you on March 5, 1936, for the grading and surfacing of 6.31 miles and oil mat surface treatment of 7.31 miles of the Cold Springs Bridge-Holdman Section of the Pendleton-Cold Springs Highway in Umatilla County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DP

22-1112

GENERAL

H. K. DENT
PRESIDENT

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA

HOME OFFICES—SEATTLE, WASHINGTON

OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING
PORTLAND, OREGON

Portland, Oregon
March 14, 1936

Oregon State Highway Commission
Salem, Oregon.

Attention: Mr. Glasier.

Dear Sir:

Re: Pendleton-Cold Springs Highway
Cold-Springs Br. -Holdman Section
Umatilla County, Oregon.

We are sending by express contract bonds in quadruplicate covering the above contract for H. C. Rogers.

We trust that you will find that the bond has been properly executed and that they will meet with your approval.

We ask that you send the fourth copy of the contract to the General Casualty Company of America, Henry Building, Seattle, Washingto for the completion of their files.

Thanking you for your cooperation, we are

Very truly yours,

GENERAL AMERICA COMPANIES

By

Oregon Service Office

es
cc: Ross Dent Ins. Agcy
Yakima, Washington

A. Panella
Home Office

FORM S-8-1 "E8188 800 10-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 4 193
OREGON

30-1112

February 3, 1936.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith
Construction Engineer

Dear Sir:

I enclose herewith my estimate of cost for comparision of bids on the Cold Springs Bridge-Holdman Section of the Pendleton-Cold Springs Highway in Umatilla County.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

FORM 8-A-1 8M 9-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

30-111

January 29th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

Replying to your letter of January 27th, requesting H.C. profile of the Cold Springs Bridge-Holman Section of the Pendleton-Cold Springs Highway.

We find that we did not receive a H.C. profile, the profile being a tracing made in the field. In the preparation of the plans for the project it was necessary to change the typical sections, estimates etc. at the end of the profile, and these were prepared to replace the original data. The matter of location of haul on the extreme end was not shown on the revised plans. Also, there were some changes made on the culvert items; otherwise it is the same as submitted.

We will return to you all data that we have to support these changes as soon as we can.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
H. B. Hackett
R

cc to: R. H. Baldock ✓

NOTED
Highway Engineer

FORM 5-M-1 23306 500 7-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

30-1112

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

December 12, 1935

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith estimate of cost and special provisions for the regrading, resurfacing and oiling of the remaining section of the Pendleton-Cold Springs Highway, which I have designated as Cold Springs Bridge-Holdman Section.

The total estimated cost of the improvement is $54,800 of which amount $5,700 is for the placing of a type 0-9 oil mat on the existing surfacing from Cold Springs Bridge north to the end of the road mix oiled surfacing.

On this section it will be necessary to acquire some additional right of way, although this right of way should be inexpensive. I would appreciate Right of Way Agent consulting me before regotiating with property owners, as there are some things I wish to point out to the Agent before he commences negotiations.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

CONTRACT# 1831

6-1201 Winchester Bay-North Bend Rock
Production 1936

1831

#1831

RECEIVED
JAN 4 1937
FOR FILING
6-1201

January 2, 1937

United States Fidelity & Guaranty Company,
G. B. Hokles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1831 for the construction of the Winchester Bay-North Bend Section of the Oregon Coast Highway in Coos and Douglas Counties, has been completed by the contractors, Umpqua River Navigation Company, and that final settlement will be made by the State withsaid contractors for work done under said contract on or after January 12, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $29,586.83, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

5M 7-34

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

X

OREGON STATE HIGHWAY COMMISSION
SALEM

6-1201

Dec. 15th, 1936

RECEIVED
DEC 17
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

We have your letter of Dec. 14th, in regard to the extension of time for the Umpqua River Navigation Company's contract No. 1851.

We would like to recommend that the extension be granted without penalty as the engineering costs were not increased due to other jobs going on in this vicinity that were handled by the resident engineer on this contract.

Very truly yours,

K. D. LYTLE
Division Engineer

By
C. D. Bannon
Office Engineer

cc. R. H. Baldock

CDC:AF

NOTED
State Highway Engineer

FORM 3-A-1 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

December 14th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

With reference to the extension of time of the Umpqua River Navigation Co., contract #1831, you did not state in yours of November 30th, but it is assumed, that you wished to recommend the extension be granted without penalty.

Please advise by return mail, as we wish to have the extension approved by the Commission at its meeting on December 17th.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

[illegible] 1M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
ROSEBURG, OREGON

RECEIVED
DEC 19 1936

6-1701

Dec. 7th, 1936

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. B. GLAISYER

Dear Sir:

In compliance with your request of Dec. 3rd, we are attaching hereto application of the Umpqua River Navigation Company for an extension of time on the Winchester Bay-North Bend Section, contract 1831.

Very truly yours,

K. D. LYTLE
Division Engineer

By C D Cannon
C. D. Cannon
Office Engineer

cc. R. H. Baldock

CDC:AF

#1831

December 3, 1936

Mr. K. D. Lytle
Division Engineer
Roseburg, Oregon

Dear Sir:

This is to acknowledge your letter of November 30, recommending that the time limit on the Umpqua River Navigation Company contract No. 1831, Winchester Bay-North Bend Rock Production Project, be extended to October 22.

You are advised that it will be necessary to have the formal application of the above firm to accompany your recommendation and the consent of surety, which was attached to your letter, before the matter can be presented to the State Highway Commission.

If you do not have their application in your office, please request them to forward it to us.

Very truly yours,

Secretary

JM:CE

Form 333—5M—5-36

6-1201

O ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

		For Week Ending	November 28, 1936
Section	Winchester Bay-North Bend	*Kind of work*	Crushed Mat. in stockpile
Highway	Oregon Coast-	*Section prefix*	6-1201
Contractor	Umpqua River Navigation Co.	*Contract number*	1831
Date of contract	March 12, 1936	*Date of completion*	June 30, 1936
Date work started	June 1, 1936	*Estimated date of completion*	October 20, 1936
Amount of contract	$29,590.00	*Per cent of time elapsed*	100 %
Estimated cost of completed project, exclusive of engineering			$29,590.00
Per cent of contract completed, based on total contract price			100 %
Engineering cost to date,	$875.00, 3 %	*Date project was completed*	October 20, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Engineering crew working on Final Estimate, which will be completed Monday, November 30, 1936.

NOTED
H. W. [illegible]

Signed V.H. Coffey
V. H. Coffey
Address North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MA ENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			22.2		
Miles partially completed					
Miles completed			All		
Total estimated quantities			11,000 C.Y.		
Estimated quantities moved or placed to date			11,009.7 "		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fog		
Monday	Fog		
Tuesday	Fog		
Wednesday	Fog		
Thursday	Fog		
Friday	Fog		
Saturday	Fog.		

FORM 8-A-1 5M 11-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

6-1201

July 6, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Umpqua River Navigation Co.
Gardiner, Oregon.

Dear Sir:

Your letter asking for extension of sixty days to complete Winchester Bay-North Bend Section, Contract 1831, has been received and forwarded to the Highway Commission together with my report. However, you must secure the consent of your surety on the bond to this extension before the Highway Commission can act upon it.

Please secure this consent and forward to H. B. Glaisyer, Secretary State Highway Commission at Salem at your earliest convenience and notify this office so that we will know the matter has been taken care of.

Very truly yours,

EAC

E. A. COLLIER
Division Engineer

cc. H. B. Glaisyer ✓
cc. V. H. Coffey

EAC:AF

FORM S-A-1 5M 11-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

6-1201

July 6, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Umpqua River Navigation Co.
Gardiner, Oregon.

Dear Sir:

Your letter asking for extension of sixty days to complete Winchester Bay-North Bend Section, Contract 1831, has been received and forwarded to the Highway Commission together with my report. However, you must secure the consent of your surety on the bond to this extension before the Highway Commission can act upon it.

Please secure this consent and forward to H. B. Glaisyer, Secretary State Highway Commission at Salem at your earliest convenience and notify this office so that we will know the matter has been taken care of.

Very truly yours,

EAC

E. A. COLLIER
Division Engineer

cc. H. B. Glaisyer ✓
cc. V. H. Coffey

EAC:AF

July 2, 1936

Mr. E. A. Collier,
Division Engineer,
Roseburg, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of July 1st recommending an extension of time to August 31st on the Umpqua River Navigation Company Contract No. 1831 - Winchester Bay-North Bend Section and enclosing copy of their letter of June 30th, applying for such extension.

You are advised that before their application can be accepted and acted upon by the Highway Commission it will be necessary to have the written consent of their surety on the bond furnished in connection with the contract. Please request the above company to secure the consent of surety and forward it to this office to accompany the application.

Very truly yours,

Secretary.

Dict. by J. McFarland.

FORM E.A.-1 8M (1-36)
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

6-1201

July 1, 1936

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. B. GLAISYER

Dear Sir:

Attached hereto find copy of a letter written by O. H. Hinsdale of the Umpqua River Navigation Company requesting a sixty day extension on Winchester Bay-North Bend maintenance materials contract.

This company has delivered sufficient material in maintenance piles so that our oil crew and paving plant crew will not be delayed in their operations this Summer. The delivery of the gravel that they are making for other State contractors is more essential than early completion of their maintenance materials contract. Cost of engineering will not be materially increased because our engineering crew and inspector is working on other jobs.

I recommend a sixty day extension to August 31st, be granted this company without penalty.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock
cc. H. G. Smith

EAC:AF

FORM 5-A-1 5M 11-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

6-1201

June 30, 1936

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: N. M. FINKBINER

Dear Sir:

On the Winchester Bay-North Bend maintenance materials project our material inspector, H. E. Gale, is unable to get his screen analysis results to check with those made in your office and at your early convenience I would appreciate having you take down another set of ¼" screens to him at Reedsport and have him screen under your inspection.

For instance on June 19th, his test showed 15% undersize in the ¼" and 4% oversize in the ¾"-¼" and your lab report #84227 shows 5% undersize in the ¼" and lab report #84228 shows 15.9% oversize in the ¾"-¼". This is a full 10% variation and I believe you can get him straightened out with a new screen and perhaps additional instructions.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock
cc. H. C. Smith
cc. V. H. Coffey

EAC:AF

FORM S-A-1 5M 11-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

June 23, 1936

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Mr. Hinsdale of the Umpqua River Navigation Company called June 22nd, stating that contractor Hall on Gardiner-Reedsport and the Northwest Construction Company on Reedsport-Wilson Ranch are both ready for crushed gravel on resurfacing and have requested delivery at once.

The Umpqua River Navigation Company is making delivery of maintenance rock on Winchester Bay-North Bend contract and have completed the pile at Winchester Bay and Hauser and plan to put some maintenance material at North Bend within the next two days. They will not be able to complete their contract by specified date of June 30th, in any case but by concentrating attention on their own contract they can finish within ten or fifteen days after the first of July.

Hinsdale asked me if it would be alright to shut down maintenance materials operation until he has put out the material for these two contractors. This proceedure would expedite completion of the surfacing on the Coast Highway and re-surfacing on Umpqua Highway and would delay completion of maintenance materials contract until early in August.

We now have in stockpile sufficient material for paving plant set up at Winchester Bay and for oiling crew set up at Hauser and I believe the delay in completion of the remainder of Hinsdale's contract will not operate against the State's interest and I told Hinsdale that under the circumstances I would recommend extension of time on his own contract to permit him to expedite the other two contracts.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AF

NOTED

6-1201

April 8, 1936

Umpqua River Navigation Company
Gardiner, Oregon

Gentlemen:

We are forwarding to you today by express a fully executed copy of contract #1831 awarded to you on March 12, 1936 for furnishing 11,000 cubic yards of crushed materials in stockpile on the Winchester Bay-North Bend Section of the Oregon Coast Highway in Coos and Douglas Counties.

This copy is for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

DP

FORM E-A-1 5M 1-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

6-1201

March 30th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. A. Collier
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

In regard to the treatment of the Umpqua River Navigation Company for the production of maintenance material on the Winchester Bay-North Bend Section. Since these contractors are commercial manufacturers of crushed gravel, I recommend that they be treated as if they, as contractors, had purchased the material from themselves as commercial producers; and therefore, the second paragraph of Page 5 of the blue sheet would cover.

"The purchase of sand, gravel, crushed stone, crushed slag, batched concrete aggregates, ready mixed concrete and/or any other materials produced at and furnished from established and recognized commercial plants, together with the delivery of such materials to the site of the work by means of vehicles owned or operated by such plants or by recognized commercial hauling companies, shall not be considered as sub-contracting under these provisions."

Therefore, all labor used around the stockpiles and in hauling with vehicles other than of the gravel company or of recognized hauling companies should be obtained from the National Reemployment Service. It is advisable to contact Mr. Hinsdale to see if he cannot obtain some of his other labor from the relief rolls since it is very important that we work out our quota as rapidly as possible. However, any use of relief labor around the commercial plant will be entirely voluntary.

Very truly yours,

NOTED

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

L-1201

March 16, 1936

Umpqua River Navigation Co.,
Gardiner, Oregon

Gentlemen:

The State Highway Commission awarded to you on March 12, 1936, the contract covering the Winchester Bay-North Bend Rock Production Project in Coos and Douglas Counties, at your bid of $29,590.00

You may consider this letter as your authority and our request to begin your operations immediately. Contract forms will be sent to you shortly for execution.

You are also requested to immediately notify the National Reemployment Service of the approximate date work will begin and the number of men required to carry on such work.

Yours very truly,

MC

Secretary

cc - S. H. Probert

FORM 5-A-1 9M 11-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

6-1201

RECEIVED
FEB 27 1936

Feb. 26, 1936

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

On January 30th, I sent you Special Provisions for Winchester Bay-North Bend Rock Production Project. In looking through our copy of Special Provisions I find on page 2 in the last sentence it should read "Specification "A" as given in section 15" and near the top of this sheet under "Size of Openings" it should read "¼" square" instead of ½" circular.

Please make these corrections and advise when this project will probably be advertised.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AF

FORM 8-A-1 5M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

6-12

February 3rd, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Mr. Collier is requesting that maintenance material be produced for the Winchester Bay-North Bend project. He requests that 11,000 yards be produced at an estimated cost of $39,000. It is probable that this gravel will come from the commercial plant on the Umpqua River, although Hillstrom has developed a quarry on Kentuck Slough, seven miles east of Glasgow.

Will you kindly secure the approval of the Commission.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

cc to: H. B. Glaisyer
J. M. Bishop

CONTRACT# 1832 SEE: CONTRACT# 1743

4.

1832 SEE: Contract 1743

NTRA

CONTRACT # 1833

WPSO 266-267 45th Ave. & Cameron Road 1936

1833

#1833
x

RECEIVED
NOV 25 1936
F[illegible]

2668 267

November 25, 1936

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1833 for the construction of the Canyon Road-Talbot and Garden Home Road-Shattuck Road Sections of Humphrey Blvd., 45th Ave. and Cameron Road in Multnomah County, has been completed by the contractor, Harold Blake, and that final settlement will be made by the State with said contractor for work done under said contract on or after December 5, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $40,809.21, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 8-A-1 8M 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon

RECEIVED
NOV 7 1936

November 6, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

Inclosed herewith you will find construction profiles for Cameron Road and Humphrey Boulevard and blue print map of Cameron Road.

On the profiles and map Mars has shown all culverts placed under this contract and all existing culverts with the information on these profiles and map and on the map profiles submitted of Humphrey Boulevard. We trust you can complete the Federal Aid plans for this project which were submitted in an abbreviated form last spring.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
Encl.
CC R. H. Baldock

#1833

1 266-267

RECEIVED
OCT 29 1936
FOR FILING

October 29, 1936

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agent,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Harold Blake in connection with Contract No. 1833, Canyon Road-Talbot and Garden Home Road-Shattuck Road Sections of Humphrey Blvd. and 45th Avenue and Cameron Road in Multnomah County. This payment will be made on or after November 7th, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

2668267

October 21st, 1936

Mr. George W. Buck
County Roadmaster
Multnomah County
Portland, Oregon

Dear Sir:

In regard to your suggestion that the retaining walls being built in connection with the beautification of Canyon Road be set back far enough to provide for a 6-lane highway.

These walls are small toe walls to assist in the beautification by affording some stability to the sliding ground without securing the necessary easements for a flatter slope. If these walls were set back for an additional lane of roadway, they would necessarily be changed to a heavy type retaining wall, and the entire landscape treatment would have to be modified.

It had not occurred to me that a 6-lane highway on the Canyon Road was at all imminent on account of the possibilities of a tunnel under Westover Terraces which has been promoted at various times and which will without doubt be economically practical if North Washington County develops to overtax the present Canyon Road.

At any event, the entire landscape scheme would necessarily be changed if this road were widened, and I do not believe that the additional cost of moving the walls would be sufficient to justify the modification of the project at this time.

Very truly yours,

State Highway Engineer

B

266+267

October 15, 1936

Mr. H. G. Smith
Office

Dear Sir:

Please look this proposition over, confer with Otten, and advise me. I don't believe we should have a five-lane road. Please prepare a reply after your investigation.

Very truly yours,

State Highway Engineer

RHB:HI

(Letter of October 14 from Geo. W. Buck, re Canyon Road beautification)

7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

October 15, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith
Office

Dear Sir:

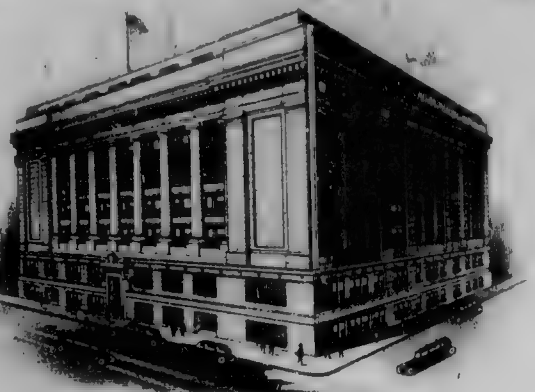
Please look this proposition over, confer with Otten, and advise me. I don't believe we should have a five-lane road. Please prepare a reply after your investigation.

Very truly yours,

R H Baldock
State Highway Engineer

RHB:HI

RECEIVED
OCT 1 1936



OFFICE OF THE ROADMASTER
601 COURT HOUSE

MULTNOMAH COUNTY
PORTLAND, OREGON

GEO. W. BUCK
ROADMASTER
COUNTY ENGINEER

October 14, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I note on the State section of the Canyon road beautification work being done, apparently they intend building some toe walls along the dirt slopes.

I believe this is the proper thing to do and it was in my original plans, but with the construction of the Wolf Creek and Wilson river roads assured, I believe that it will be necessary to widen the Canyon road to take care of the inbound traffic when these roads are completed, as the present Beaverton road already carries a fairly heavy traffic and that also will increase as the district served by this becomes more thickly settled.

I have in mind that we will have to build another lane on the south side of the present Canyon road pavement all the way into Jefferson Street, and would suggest that the walls being put in by the beautification be set back far enough to permit this even though you have to stand for a narrow shoulder for about a mile.

Very respectfully,

Geo W Buck

Roadmaster.

GWB:W

FORM S-A-1 8M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

IN REPLY PLEASE
REFER TO FILE NO.

266 & 267

October 20, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention S. H. Probert

Dear Sir:

Under separate cover on October 17th we sent you by express the final records for contract #1833 for oiling the Humphrey and Cameron Roads in Multnomah County, which contract was completed by Harold Blake on September 26, 1936.

Attached hereto is a list of the data submitted. We are having a construction map made for the Cameron Road, so that complete federal aid plans may be worked up in accordance with Mr. Smith's letter of October 15th.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:EPT
Encl.
CC R. H. Baldock
H. G. Smith

266-a

x

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

October 8, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPSO 266-A, Canyon Road-Talbot Road Section, S.W. Humphrey Blvd., Multnomah County, was made by a representative of this office on September 28, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. J. Caufield
Highway Engineer

[illegible]

FORM S-A-1 6M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

266-1

Portland, Oregon
Sept. 30, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Some little time ago Mr. George Buck, County Roadmaster of Multnomah County, wrote to the Salem office questioning the finish on the Cameron and Humphrey County Roads, for the oil surfacing of which Mr. Blake had the contract.

Since that time Mr. Blake has completed the second seal and the placing of shoulders and cleaning out of ditches and yesterday I went over this work with Mr. Buck who agreed that the work had been completed in a satisfactory condition.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

NOTED
State Highway Engineer

Form 333—5M—8-34

2668267

OR STATE HIGHWAY COMMISSIO

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 26, 1936.

Section Canyon Rd.- Talbot Rd.
Garden Home Rd.- Shattock Rd.

Highway Humphrey Blvd. Shattock Road

Contractor Harold Blake

Date of contract March 12, 1936.

Date work started May 13, 1936.

Amount of contract 41,606.50

Kind of work Grading and Surfacing

Section prefix 226-1019

Contract number ~~1035~~ 1833

Date of completion July 31, 1936.

Estimated date of completion Sept. 30, 1936.

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $41,606.50

Per cent of contract completed, based on total contract price 99 %

Engineering costs to date, $ 2325 , 5.5 %

Date project was completed ..., 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The final seal coat was completed on Cameron Road Monday. The Balance of the week was spent putting on shoulder rock and in general clean up.

NOTED
[illegible]

Signed L. D. Mars

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.3	3.06		3.06	
Miles partially completed	~~1.3~~	~~3.06~~		~~3.06~~	
Miles completed	1.3	3.06		3.06	
Total estimated quantities	2,500	12,500			
Estimated quantities moved or placed to date	2,800	m12,300			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				8	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	Multnomah COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men	~~15~~ 11						
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

266 & 267

September 8, 1936

Mr. George W. Buck
Roadmaster of Multnomah County
601 Court House
Portland, Oregon

Dear Sir:

Your letter of September 2nd, regarding completion of project on Humphrey Boulevard and Cameron Road, has been received.

Contractor Blake completed oiled surface, except second seal, over two weeks ago and his equipment has been at Klamath Falls. Mr. Blake plans to secure another distributor to complete the second seal on these two jobs this week.

We will patch the weak spots on Humphrey Boulevard, dress up the shoulders and place additional filler on connecting driveways.

On completion of this work, Division Engineer E. A. Collier, at Sellwood 1037, will call you, so that if you desire to make an inspection with him, a convenient date can be arranged.

Very truly yours,

State Highway Engineer

RHB:EAC:DP

FORM 2-A-1 10M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

X

266-267

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon

Sept. 8, 1936

IN REPLY PLEASE REFER TO FILE NO.
RECEIVED
SEP 9 1936
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your letter of September 4th received, together with Mr. Buck's letter of September 2nd.

Mr. Buck called our attention to several incomplete parts of the Humphrey Boulevard and Cameron Road Project. We expect to have Mr. Blake place the second seal on both of these projects this week. His equipment has been in Klamath Falls but he expects to get another distributor here in Portland with which to do this work. After the second seal is on, we will dress up the shoulders and place a little more filler on the loose gravel.

I called Mr. Northrup today in Mr. Buck's office and advised him concerning this and arranged that after this work has been performed by our contractor I would go over these jobs either with him or with Mr. Blake.

You asked us to prepare a reply to Mr. Buck for your signature and you will find this attached hereto.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
Encl.

2668267

September 4, 1936

Mr. E. A. Collier
Division Engineer
State Highway Department
7729 S. E. 13th Avenue
Portland, Oregon

Copy

Dear Sir:

Please arrange to go over this job with Buck, and prepare a reply to him for my signature.

Very truly yours,

State Highway Engineer

RHB:HI

Office of the Roadmaster
601 Court House

MULTNOMAH COUNTY
Portland, Oregon

September 2, 1936.

Geo. W. Buck
Roadmaster
County Engineer

COPY

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I have noticed that no work has been done by the contractor on the projects covering Humphrey Boulevard and Cameron road in this county for several weeks, and am wondering whether or not these contracts are suppose_ to be completed.

The penetration macadam on Humphrey has failed in several places and the shoulders are very narrow and seem to be incomplete, and connecting driveways made with loose clean river run gravel. Also the loose gravel on the shoulders of Cameron road is whipped out on to the paved section and on the pavement of cross roads.

If this is still under contract we will not do anything about it, but if completed would like to know so we can correct these conditions.

Very respectfully,

(Sgd) GEO. W. BUCK

Roadmaster

GWB:W

FORM 2-A-1 6M 6-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

August 27th, 1936

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

We have a request from Harold Blake for an extension of time from July 31st to September 30th, in which to complete the work on Federal Project WPSO-266,267, Cameron Road, Talbot Road, Garden Home Road, Shattuck Road, Contract No. 1833.

The contractor was held up at the beginning of the contract because of soft places in the roadbed due to unfavorable weather conditions. He was later held up because of a truck drivers strike. The project is complete except the placing of the second seal and shoulders on the Humphrey Blvd., which will be completed in the near future.

The residents and traffic were not unduly inconvenienced, and engineering costs were not increased by reason of the contractor's failure to complete on time. It is recommended that the extension be granted without penalty. May we have your concurrence in the extension of time from July 31st to September 30th without penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low/R

cc to: R. H. Baldock ✓

FORM SA-1 / 6M - 8-36

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

X

2658 267

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon

Aug. 26, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. B. Glaisyer

Dear Sir:

Attached hereto you will find request of Harold Blake for extension of time from July 31st to Sept. 30th in which to complete work on Humphrey Boulevard, 45th Avenue, and Cameron Road, Contract No. 1833.

The grade, particularly on Humphrey Boulevard, was quite soft; and, in fact, some spots are not very dry at this date. The grading and oiling is complete on all of this contract, except second seal on Humphrey Boulevard, and traffic has use of the roads. The contractor will, in the near future, place the second seal on Humphrey Boulevard and complete the shoulders.

Traffic and the residents along Cameron Road were inconvenienced to some extent on account of dust and rough surface. There was very little traffic, or residents, however, along Humphrey Boulevard. Engineering costs were not increased by reason of contractor's failure to complete, because Resident Engineer Mars and party were busy on other work.

I recommend that extension be granted without penalty.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

FORM S-A-1 9M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon

266026

AUG 25 1936

Aug. 24, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. C. Smith

Dear Sir:

Attached hereto is a letter from Inspector Anderson concerning the Metzger, 45th Avenue and Cameron Road and Humphrey Boulevard oiling jobs.

I would like to inspect these with you at your early convenience. There is some soft subgrade on the Metzger job west of the railroad grade crossing and the O-11 surface shows signs of distress. I doubt the advisability of Anderson's suggestion that soft and low spots be brought up with State Paving Plant in advance of the final seal on Humphrey Boulevard.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

HAROLD BLAKE
400 NORTH THOMPSON STREET
PORTLAND, OREGON

266&267

AUG 19 1936

August 18,1936

Oregon State Highway Commission
Salem, Oregon
Attention: R.H.Baldock

Gentlemen:

We inclose herewith copies of Supplementary agreement regarding the payments to be made for defeciency in the man hours of labor furnished in the execution of our contract NO. 1833 for the improvement of 45th Avenue, Cameron Road and Humphrey Blvd. Project No. WPSO 266,267.

Yours very truly,
Harold Blake
By Joe Blechle

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
Stencil No. 124 **DISTRICT NO. 1**

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon WPSO 266

POST OFFICE BUILDING
PORTLAND, OREGON

JUL 31 1936
OREGON

July 30, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Tron

ER-A4pr- 3144

Form P. R. 2

State Oregon

U. S. Works Program Highway

Project No. WPSO 266

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of June, 1936 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Congress):

Whereas the Highway Department of said State submitted on the 8th day of November, 1935, a project statement, which was approved by the Secretary on the 9th day of December, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~[illegible]~~ ________ ~~[illegible]~~ said project which were recommended for approval by the United States District Engineer on the 26th day of December, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty thousand, six hundred nine and 60/100 dollars ($20,609.60) as the share of the United States payable under said act on account of ~~[illegible]~~ ________ ~~[illegible]~~ said project, which ~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—6618

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Include date and citation of act of legislature by which authorized)

(Public Res. No. 11, 74th Congress).

(*b*) From other sources ______

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 90+35.6 on Southwest Humphrey Boulevard at the junction with the Talbot Road in the N. 1/2 of Sec. 8, T. 1 S., R. 1 E., W.M., and survey station 162+42.1 on Southwest Humphrey Boulevard in the S. 1/2 of Sec. 6, T. 1 S., R. 1 E., W.M., at the junction with the Canyon Road,

______, length 1.364 miles, in Multnomah County, being ~~Section~~ ______ ~~of~~ Oregon U.S.Works Program Highway project No. WPSO 266, consisting of 1.364 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, known ~~of a mile in length~~. locally as Southwest Humphrey Boulevard

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section~~ .... ~~of~~ said project shall not in any event exceed the sum of **twenty thousand, six hundred nine and 60/100** dollars ($**20,609.60**), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ **xxxxxxxxn is xxx**), the approved total estimated cost of ~~Section~~ .... ~~of~~ said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **the State Treasurer**

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, ~~out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:~~ **Article VI. Maintenance will be by the County of Multnomah, pursuant to its agreement of January 6, 1936 with the State Highway Department.**

STRICKEN OUT

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 20th day of July, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission.
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By L. E. Boykin
Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Works Prog.Hwy. Project No. WPGO 266, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 20,609.60 as the total estimated cost of said project, and the sum of $ 20,609.60 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~pro rata share of~~ said total estimated cost.

Done at the city of Washington, this 20th day of July one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By R. E. Boykin
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8—4890

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon WPSO 267

July 30, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

Iron

ER-A4pr-3137

Form P. R. 2

State Oregon

U. S. Public Works Highway

Project No. WPSO 267

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 12th day of Jan, 1936 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Cong.)

Whereas the Highway Department of said State submitted on the 8th day of November, 1935, a project statement, which was approved by the Secretary on the 9th day of December, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~Section of~~ said project which were recommended for approval by the United States District Engineer on the 26th day of December, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-five thousand, one hundred fifty-seven and 55/100 dollars ($25,157.55) as the share of the United States payable under said act on account of ~~Section of~~ said project, which is ~~does not exceed the authorized Federal pro rata share of~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935, (Public Res. No. 11, 74th Congress)
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 7+50, a point on the line between S. 1/2 of Sec. 19, and S. 1/2 of Sec. 20, T. 1 S., R. 1 E., W.M. on S.W. 45th Ave., and Survey Station 97+31, a point on the centerline of the W.1/2 of Sec. 18, T. 1 S., R. 1 E., W.M., on Cameron Road at Shattuck Road

, length 1.700 miles, in Multnomah County, being Ore. Works Program Hwy. project No. WPSO 267, consisting of 1.700 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, known locally as S.W. 45th Ave. and Cameron Road.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section ______ of~~ said project shall not in any event exceed the sum of **twenty-five thousand, one hundred fifty-seven and 55/100** dollars ($**25,157.55**), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~ ______

~~dollars ($~~ **is** **x**), the approved total estimated cost of ~~Section ______ of~~ said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed~~ the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing funds and probable amount annually available)

Article VI. Maintenance of this project will be by the County of Multnomah pursuant to its agreement of January 11, 1936, with the State Highway Department.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 20th day of July, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By F L TouVelle
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,
By L. E. Boykin
Acting Chief, Bureau of Public Roads.

S—3518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Works Program Highway project No. WPSO 267 State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 25,157.55 as the total estimated cost of said project, and the sum of $ 25,157.55 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~percentage of~~ said total estimated cost.

Done at the city of Washington, this 20th day of July one thousand nine hundred and thirty-six

Secretary of Agriculture,

By R. E. Boykin
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4890

267

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon WPSO 267

STATE HIGHWAY

POST OFFICE BUILDING
PORTLAND, OREGON

May 28, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

267

May 4, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Garden Home Road-Shattuck Road Section, Project No. WPSO 267.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 267

GARDEN HOME ROAD-SHATTUCK ROAD SECTION
OF S. W. 45TH AVENUE AND CAMERON ROAD IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 16, 1936

15	cu. yds.	Trench Excavation	$1.00	$ 15.00
20	lin. ft.	9" Corrugated Iron Pipe	1.45	29.00
150	lin. ft.	12" Corrugated Iron Pipe	1.60	240.00
1,000	cu. yds.	Salvaging Surfacing Materials	1.50	1,500.00
5,000	cu. yds.	Gravel Subbase	1.80	9,000.00
1,400	cu. yds.	Rock Shoulders	2.25	3,150.00
400	cu. yds.	Filler	0.50	200.00
400	yd. mi.	Hauling Filler	0.20	80.00
350	M-Gals.	Sprinkling	1.75	612.50
1,500	cu. yds.	Mineral Aggregate in Place	3.50	5,250.00
16	tons	Emulsified or Cutback Asphalt in Seal Coat	28.00	448.00
102	tons	Tar in Place	23.00	2,346.00
		Subtotal		$22,870.50
		10% Engr. & Cont.		2,287.05
		Total		$25,157.55

Length	1.700 miles
Cost per mile	$14,798.55

WPSO Funds Requested- $25,157.55

Estimated Labor Required	11,000 man-hours
Cost of Labor	$6,900
Cost of Materials	$7,000

Funds for Maintenance: See agreement signed by County January 6, 1936 and by Highway Commission January 11, 1936.

Oregon State Highway Department

E. R. Works Program
Project No. WPSO 267

GARDEN HOME ROAD-SHATTUCK ROAD SECTION

OF S. W. 45TH AVE. AND CAMERON ROAD IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 23, 1935

15	cu. yds.	Trench Excavation	$ 1.00	$ 15.00
20	lin. ft.	9" Corr. Iron Pipe	1.00	20.00
150	lin. ft.	12" Corr. Iron Pipe	1.50	225.00
1,000	cu. yds.	Salvaging Surfacing Materials	1.25	1,250.00
5,000	cu. yds.	Gravel Subbase	1.35	6,750.00
1,400	cu. yds.	Rock Shoulders	1.80	2,520.00
400	cu. yds.	Filler	0.50	200.00
400	yd. mi.	Hauling Filler	0.20	80.00
350	M-Gal.	Sprinkling	2.00	700.00
1,500	cu. yds.	Mineral Aggregate in Place	3.00	4,500.00
16	tons	Emulsified or Cutback Asphalt in Seal coat	30.00	480.00
86	tons	No. 3 Road Oil in Place	27.00	2,322.00
102	tons	Tar in Place	23.00	(Alternate)
			Subtotal	$ 19,062.00
			10% Engr. & Cont.	1,906.20
			Total	$ 20,968.20

Length	1.700 miles
Cost per mile	$ 12,334.23

WPSO Funds Requested- $ 20,968.20

Estimated Labor Required	11,000 man-hours
Cost of Labor	$ 6,900
Cost of Materials	$ 7,000

266

May 4, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Canyon Road-Talbot Section, Project No. WPSO 266.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 266

CANYON ROAD-TALBOT SECTION OF THE
H. E. HUMPHREY BOULEVARD IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 16, 1936

40	cu. yds.	Trench Excavation	$1.00	$ 40.00
2,400	cu. yds.	Excavation, Single Classification	0.50	1,200.00
400	lin. ft.	12" Corrugated Iron Pipe	1.60	640.00
3,800	cu. yds.	Gravel Subbase	1.80	6,840.00
1,150	cu. yds.	Rock Base	2.25	2,587.50
300	cu. yds.	Filler	0.50	150.00
300	yd. mi.	Hauling Filler	0.20	60.00
250	M-Gals.	Sprinkling	1.75	437.50
1,250	cu. yds.	Mineral Aggregate in Place	3.50	4,375.00
12	tons	Emulsified or Cutback Asphalt in Seal Coat	28.00	336.00
90	tons	Tar in Place	23.00	2,070.00
			Subtotal	$18,736.00
			10% Engr. & Cont.	1,873.60
			Total	$20,609.60

Length 1.364 miles
Cost per Mile $15,109.67

WPSO Funds Requested- $20,609.60

Estimated Labor Required	9,000 man-hours
Cost of Labor	$5,600
Cost of Materials	$6,000

Funds for Maintenance: See agreement signed by County January 6, 1936 and by Highway Commission January 6, 1936.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 266

CANYON ROAD-TALBOT SECTION OF THE E. E. HUMPHREY BLVD. IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 23, 1935

40	cu. yds.	Trench Excavation	$ 1.00	$ 40.00
2,400	cu. yds.	Excavation, Single Classification	0.50	1,200.00
400	lin. ft.	12" Corr. Iron Pipe	1.50	600.00
3,800	cu. yds.	Gravel Subbase	1.35	5,130.00
1,150	cu. yds.	Rock Base	1.80	2,070.00
300	cu. yds.	Filler	0.50	150.00
300	yd. mi.	Hauling Filler	0.20	60.00
250	M-Gal.	Sprinkling	2.00	500.00
1,250	cu. yds.	Mineral Aggregate in Place	3.00	3,750.00
12	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00	360.00
76	tons	No. 3 Oil in Place	27.00	2,052.00
90	tons	Tar in Place	23.00	(Alternate)
			Subtotal	$ 15,912.00
			10% Engr. & Cont.	1,591.20
			Total	$ 17,503.20

Length 1.364 miles

Cost per mile $ 12,832.25

WPSO Funds Requested- $ 17,503.20

Estimated Labor Required	9,000 man-hours
Cost of Labor	$ 5,600
Cost of Materials	$ 6,000

266.0267

March 16, 1936

Mr. Harold Blake,
400 No. Thompson St.,
Portland, Oregon

Dear Sir:

The State Highway Commission awarded to you, on March 12, 1936, the contract covering 3.06 miles of surfacing and bituminous macadam construction on Humphrey Boulevard, 45th Avenue and Cameron Road in Multnomah County. This award was based on your low bid of $41,606.50, using tar.

You may consider this letter as your authority and our request to commence your operations immediately. Contract forms will be sent to you shortly for execution.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number of men required in connection with such work.

Yours very truly,

MC

Secretary

cc - S. H. Probert

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

March 12, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U. S. Works Program Highway projects WPSO 266 and WPSO 267, Humphrey Blvd., 45th Avenue and Cameron Road, to Harold Blake, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Im

FORM 2-A-1 1500 10-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

+

2660267

OREGON STATE HIGHWAY COMMISSION

SALEM

January 29, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Office

Dear Sir:

Herewith six copies of an agreement executed by the Board of County Commissioners of Multnomah County, in which they agree to pay any costs incurred by the state which will not be paid by the Federal Government, for three projects: Canyon Road-Talbot Section of S. W. Humphrey Boulevard, Garden Home Road-Shattuck Road Section of S. W. 45 Avenue and Cameron Road, Columbia Boulevard-Dike Section of N. E. 47 Avenue. These are for the signatures of the State Highway Commission.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

January 14, 1936

Mr. Oscar Cutler
Assistant Office Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

I am returning to you herewith five copies of the agreement with Multnomah County, covering the maintenance of S. W. Humphrey Boulevard from the Tualatin Valley State Highway to Shattuck Road, being a project known as WPSO-266.

I have retained one copy of the agreement until the minutes have been written up. These agreements have all been signed by the Highway Commission and are returned to you for further disposal.

1/11/36

Very truly yours,

H. B. Glaisyer, Secretary

HBG:dp
Enc. 5

January 14, 1936

Mr. Oscar Cutler
Assistant Office Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

I am returning to you herewith five copies of the agreement with Multnomah County covering the maintenance of Cameron Road and S. W. 45th Avenue from the junction of Shattuck Road and Cameron Road to the junction of S. W. 45th Avenue and County Road No. 846, being project No. WPSO 267.

These have been signed by the Highway Commission and are returned to you for further disposal. I have retained one copy of the agreement pending the writing up of the minutes.

to Cutler 7/11/35

Very truly yours,

H. B. Glaisyer, Secretary

HBG:dp
Enc. 5

267

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 26, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon U. S. Works Program Project No. WPSO 267, the Garden Home Road-Shattuck Road Section of S. W. 45th Avenue and Cameron Road, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Our recommendation for approval is conditioned upon a written statement being furnished from the W.P.A. that relief labor is available; also, that the usual detailed plans be furnished prior to payment of the final voucher.

The necessary county maintenance agreement should be furnished with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. U. Caufield
Highway Engineer

CC TURE

267

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 12, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have been telegraphically advised that the project statement for Oregon WPS 267 was approved December 9th.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 12, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have been telegraphically advised that the project statement for Oregon WPS 266 was approved December 9th.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

Jem

266

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

December 26, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon U. S. Works Program Highway Project No. WPSO 266, Canyon Road-Talbot Road Section of S.W. Humphrey Blvd., Multnomah County, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Concurrence in award of contract on this project is conditioned upon your office obtaining a statement from the State Administrator of WPA that relief labor is available for the work.

Copies of county resolution covering maintenance should be forwarded with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

267

November 8, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of project statement for the Garden Home-Shattuck Road Section to which has been assigned project No. WPSO 267.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

STATE Oregon

PROJECT NO. WPSO 757
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT
AS REQUIRED BY
FEDERAL AID ROAD ACT
Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) November 8, 1935

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Garden Home Road-Shattuck Road Sec., S. W. 45th Avenue and Cameron Road
2. Between control points of official description: a point on line between S. ½, Sec. 19 and S. ½, Sec. 20, T. 1 S., R. 1 E. and a point on center line W. ½, Sec. 18, T. 1 S., R. 1 E.
3. Between intermediate control points if used: and

County of Multnomah

4. Length in miles (gross) 1.7 (net) 1.7
5. Preliminary estimate of cost: Total, $ 20,000; section of road to be first improved, $ 20,000,

of which $ - is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: (Amount.)

(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

8—5073

7. Funds for maintenance to be provided by State or County, from the following

(State and county.)

sources: Chap. 173, Laws 1917; Chap. 31, Laws 1920

(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census: None

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department.)

By

As Chairman

(Title of officer.)

By

As Commissioner

(Title of officer.)

By

As Commissioner

(Title of officer.)

266

November 8, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of project statement for the Canyon Road-Talbot Road Section to which has been assigned project No. WPSO 266.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

STATE Oregon

PROJECT NO. WPGO 256
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT
AS REQUIRED BY
FEDERAL AID ROAD ACT
Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) November 8, 1935

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Canyon Road-Talbot Road Section, N. W. Humphrey Blvd.
2. Between control points of official description: a connection with Fed. Route No. 3 in S.W. ¼ Sec. 6, T. 1 S., R. 1 E. and a point in N.W. ¼ Sec. 5, T. 1 S., R. 1 E.
3. Between intermediate control points if used: ________ and ________

County of Multnomah

4. Length in miles (gross) 1.4 (net) 1.4
5. Preliminary estimate of cost: Total, $ 20,000; section of road to be first improved, $ 20,000,

of which $ - is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: ________ (Amount.)

________ (Source; refer to statute.)

(b) County ________ (Amount.) (Source; refer to statute.)

8—8072

7. Funds for maintenance to be provided by **State or County**, from the following
(State or (and) county.)

sources: **Chap. 173, laws 1917; Chap. 31, laws 1920**
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: **Treasurer of the State of Oregon**

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

None

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

SCOTLAND

CONTRACT # [redacted] 1834

290 The Dalles-Threemile Creek Sec. 1936

1834

Form 338—5M—5-36

x

290

EGON STATE HIGHWAY COMMISSIO

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending ...., 193......

Section ....

Kind of work ....

Highway ....

Section prefix ....

Contractor ....

Contract number ....

Date of contract ...., 193......

Date of completion ...., 193......

Date work started ...., 193......

Estimated date of completion ...., 193......

Amount of contract . . . . $............................

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering . . . . $............................

Per cent of contract completed, based on total contract price . . . .%

Engineering cost to date, $............................, ...%

Date project was completed ...., 193......

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Signed ....

Address ....

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	[illegible]NANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 8-A-1 8M 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

FA-291

X

290

OREGON STATE HIGHWAY COMMISSION

SALEM

October 15, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler,
Division Engineer,
Bend, Ore.

Dear Sir:

On July 14th, we wrote you requesting that data be submitted in order that complete plans could be made up and submitted to the Bureau on The Dalles-Three Mile Creek and Three Mile-Eight-Mile Creek county road projects.

At the time these projects were contracted only abbreviated plans were submitted, and it is necessary that complete plans be submitted for each before final payments for Federal Aid cooperation can be collected.

The data must show alignment, grade line, right of way lines and all culverts, bridges and other structures both new and existing. Each culvert or structure must show the type, length, size, width and stationing. Will you please have these data in at the earliest possible moment.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock ✓

NOTED
[illegible] Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. WPSO 290

August 6, 1936

RECEIVED
AUG 7 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Lon

EK-A4pr-3/45

Form P. R. 2

State Oregon

U. S. Works Program Highway

Project No. WPSO 290

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 12th day of June, 1936 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Cong.):

Whereas the Highway Department of said State submitted on the 18th day of February, 1936, a project statement, which was approved by the Secretary on the 28th day of February, 1936, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~Section ________ of~~ said project which were recommended for approval by the United States District Engineer on the 24th day of February, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seven thousand, five hundred fifty-eight and 65/100 dollars ($7,558.65) as the share of the United States payable under said act on account of ~~Section ________ of~~ said project, which is ~~does not exceed the authorized Federal pro rata share~~ of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from funds appropriated under act approved April 8, 1935, (Include date and citation of

(Public Res. No. 11 - 74th Congress)

act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 155+24 in the N.E. 1/4, Sec. 22, T. 1 N., R. 13 E., and Survey Station 306+60 at the south city limits of The Dalles in the N.E. 1/4 Sec. 10, T. 1 N., R. 13 E., W.M.; Dry Hollow Spur - between Survey Station 0+70 and Survey Station 23+50, all in the W. 1/2, Sec. 10, T. 1 N., R. 13 E., W.M; Steel Spur - between Survey Station 0+00 in the N.W. 1/4, Sec. 14, T. 1 N., R. 13 E., and Survey Station 35+58 in the S.E. 1/4, Sec. 10, T. 1 N., R. 13 E., W.M.;, length 4.002 miles, in Wasco County,

being ~~Section of~~ Ore. U.S. Works Program Hwy. project No. WPSO 290, consisting of 4.002 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~; known locally as the Dalles-Three Mile Section of the Three Mile Road together with Dry Hollow Spur and Steel Spur.

S—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section ________ of said project shall not in any event exceed the sum of **seven thousand, five hundred fifty-eight and 65/100** dollars ($ **7,558.65**), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of **nine thousand, four thirty-three and 65/100** dollars ($**9,433.65**), the approved total estimated cost of Section ________ of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

A~~[illegible]~~
July 1~~[illegible]~~

by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing funds and probable amount annually available)

Article VI. Maintenance of the project will be by the County of Wasco pursuant to its agreement of March 17, 1936, with the State Highway Department.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 20th day of July, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By F L TouVelle

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By L. E. Boykin
Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. [illegible] 290.

State of Oregon

Second. That in accordance with said provisions I have approved the sum of $9.433.65 as the total estimated cost of said project, and the sum of $7.558.65 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 20th day of July one thousand nine hundred and thirty-six

Secretary of Agriculture,

By R. E. Boykin
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4839

2900.

x

Mr. Glaisyer.

Herewith 6 copies of an agreement signed by the Wasco Co. Court in which the county agrees to maintain the roads in Wasco Co. to be constructed with Federal funds. Also 6 copies of an agreement whereby Wasco Co. agrees to pay all costs on the projects to be constructed with Federal Funds that the Govt. and State cannot pay.

These agreements are to be signed by the Highway Commission.

Cutler

All returned to Cutler

File one [illegible] of project

in [illegible]

#1834

290

July 30, 1936

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1834 for the construction of The Dalles-Threemile Creek Section of the Threemile Road in Wasco County has been completed by the contractors, Warren Northwest, Inc., and that final settlement will be made by the State with said contractors for work done under said contract on or after August 8, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractors in connection with this contract will be $6,983.19, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

290

#1834

July 20, 1936

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Warren Northwest, Inc. on Contract No. 1834 - The Dalles-Threemile Creek Section of the Threemile Road in Wasco County. This payment will be made on or after July 30, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. byJ. McFarland.

FORM 6-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

July 14th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

This is to advise you that abbreviated plans for county road projects, The Dalles-Threemile Creek and Threemile Creek-Eightmile Creek, were submitted to the Bureau of Public Roads at the time the projects were contracted. It will be necessary to submit complete plans before final payment for Federal cooperation can be collected.

The completed plans must show alignment, grade line, right of way lines and all culverts, bridges and other structures, both existing and new. Each culvert or other structure must show the type, length, size, width and other essential dimensions.

This information should be acquired, completed and sent in with your final record before the engineer is transferred to another project.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock V

290

#1834

July 10, 1936

Mr. I. A. DuBois
Bingen, Washington

Dear Sir:

Further reference is made to your letter of recent date in regard to your claim against the Warren Northwest Construction Inc. relative to rock taken from your quarry. I have today received a copy of a letter directed to you by Mr. F. J. Dassault and note that he has not only paid you the amount that you asked but has included additional payment in the amount of $17.16. I also note that the rock was used by the contractor on a project in the State of Washington and had nothing whatever to do with any contract in the State of Oregon.

I wrote you yesterday acknowledging receipt of your letter and advising you of the protection of the Oregon Laws to creditors against highway contractors. You should disregard that letter entirely due to the fact that the contract in connection with which the rock was furnished has nothing to do with the State of Oregon.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

cc - Warren Northwest Inc.

U. S. Fidelity & Guaranty Co.

F. J. Dassault

3201 N.W.Front Avenue,
Portland, Oregon.
July 9th,1936.

Mr.I.A.DeBois,
Bingen, Washington.

Dear Sir:

Copy of your letter of July 1st,1936,to Warren Northwest Inc. relative to payment for the rock from your quarry,has been sent to me.

Before leaving Bingen I spoke to your wife and in your absence explained to her that I would send check to you for the rock just as soon as I could get our record of the amount of rock used verified by the estimates of the Warren Northwest Inc. and the State of Washington Highway Department,to whom the crushed rock was sold. Up to the present time,neither the State nor Warrens have given to me an estimate of the amount of rock they each received.

I am sorry you went to the trouble of writting to Warren Northwest Inc. and the State of Oregon,relative to this account,as had you written to me instead,and let me know you did not wish to wait until my record could be checked, as is customary in cases of this kind, and as I had explained to your wife, I would have sent a check to you at once.

Accordingly,I am enclosing check for $81.72 instead of $64.56 as stated in your letter,which based on the last report of my superintendant should be in full for all the rock I used from your quarry.

Trusting that this makes everything satisfactory to you, I remain,

Yours truly,

F.J.Dussault,

By J.P.Quinn
J.P.Quinn.

cc Warren Northwest,Inc.

cc Oregon Highway Commission.

#1834

290

July 9, 1938

Mr. I. A. DeBois
Bingen, Washington

Dear Sir:

This acknowledges receipt of your letter of July 1 advising us to your claim in the amount of $64.56 for furnishing rock used in connection with Warren Construction Company's contract #1834 for the construction of an oil mat surface treatment on The Dalles-Threemile Creek Section of the Threemile road in Wasco County.

In connection with this project the contractor furnished a surety bond for the protection of claims. This bond was made by the United States Fidelity and Guaranty Company and we offer it to you for your protection. I would suggest that you file your claim with the agent for the bonding company who is Mr. G. B. Eckles, Bedell Building, Portland, Oregon, and would also suggest that you notify the contractor, Warren Northwest Inc., P. O. Box 5072, Portland, Oregon, of the details of your claim. It may be possible that the contractor will see that your claim is satisfied.

If you secure no satisfaction by following the above procedure, you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in accordance with provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed.

In accordance with our usual practice, I am today forwarding copies of your letter to the bonding company and to the contractor.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM
Inc.

July 9, 1936

United States Fidelity and Guaranty Company
1208 Bedell Building
Portland, Oregon

Attention: Mr. G. B. Eckles

Gentlemen:

Attached hereto for your information is a copy of a letter that I have received from Mr. I. A. DeBois of Bingen, Washington, advising us of his claim for $64.38 against a man by the name of Desault who, it appears, furnished rock for Warren Northwest Construction Company in connection with their contract with the State Highway Commission for the construction of The Dalles-Threemile Creek Section of the Threemile road in Wasco County, contract #1834.

This notice is given inasmuch as you appear as surety on the bond furnished by the contractor in connection with this job.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM
Enc.

cc - Warren Construction Co.

Bingen, Wash.
July 1, 1936

State of Oregon
Highway Dept.
Salem, Oregon.

ANSWERED
H. B. G.

Dear Sirs

I have furnished rock to a man by the name of Dussault and he has crushed it and sold it to the Warren Northwest Construction Co. This rock was taken from Bingen, Wash. to Hood River, Oregon and used for surfacing the State Highway.

The price is 3 cents a yard, the total yardage is 2152 yards making the amount due me $64.56 which amount has not been paid.

It is my understanding that if this notice is filed with you you will see that this is paid. I am also writing the Warren Northwest Co

Will you please write and advise me whether or not I have followed the proper course to receive protection through your Dept.

Yours very truly,

L. A. De Bois

May
11th
1936

Wasco County Court

The Dalles, Oregon

Gentlemen: Attention - Christ Fauerso

The following is a copy of a report made as a result of a recent maintenance inspection by the Bureau of Public Roads officials:

F.A.P. 16, The Dalles-California Hwy. (old routing), The Dalles-Three Mile Sec.
Inspection - May 2, 1936. Rating 71%.

It is realized that this project is no longer on an important route and may carry only a light amount of traffic, yet as long as it is a Federal Aid project and in its present condition the Bureau cannot conscientiously rate the maintenance as satisfactory. There is no serious criticism of the surface which, though rough, is considered adequate for present traffic. However, the general condition of drainage, shoulders and appearance is very poor. The ditches are badly clogged with vegetation and slope ravel and culvert inlets are blocked. The shoulders are in poor condition, and the project needs a general thorough cleanup.

As you will remember, this road was originally constructed as a Federal Aid project under a maintenance agreement between the State Highway Commission and the Bureau of Public Roads. As this road is now a county road and maintained by the county, we would appreciate it if you would do the work requested by the Bureau to bring the section to a satisfactory maintenance standard.

Very truly yours,

State Highway Engineer

RHB/JNB/er

cc J. N. Bishop

May 5, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Recent maintenance inspections have been made of Federal Aid projects in Oregon and the three following projects are classed as unsatisfactory by reason of the conditions cited below:

Lake → F.A.P. 107-A, Fremont Hwy.-Chalk Cliff-Hunters Hill Sec.
Date inspection - May 1, 1936. Rating 78%.

The drainage on this project is very ineffective due to clogged ditches and inlets and inadequate outlets from culverts. On the inside of some curves water is still standing in a shallow ditch encroaching to some extent on the roadway. On June 3, 1935, we sent you pictures of conditions mentioned above and on November 4th called your attention again to this condition. On May 1st of this year little improvement could be noted. While it is true that from now until fall open ditches will not be of much importance on this project, it is believed the drainage from fall to spring warrants more attention than it has been receiving.

Wasco Co.

F.A.P. 16, The Dalles-California Hwy. (old routing), The Dalles-Three Mile Sec.
Inspection - May 2, 1936. Rating 71%.

It is realized that this project is no longer on an important route and may carry only a light amount of traffic, yet as long as it is a Federal Aid project and in its present condition the Bureau cannot conscientiously rate the maintenance as satisfactory. There is no serious criticism of the surface which, though rough, is considered adequate for present traffic. However, the general condition of drainage, shoulders and appearance is very poor. The ditches are badly clogged with vegetation and slope ravel and culvert inlets are blocked. The shoulders are in poor condition, and the project needs a general thorough cleanup.

Lake

Forest Highway Project No. 30-A, Klamath Falls-Lakeview Hwy., Quartz Hill Section from M.P. 56.6 to 67.8.
Date Inspection - April 30, 1936. Rating 80%.

We have rated this project as unsatisfactory mainly on account of the drainage. Water from melting snow is still running off in considerable volume, and the surface is quite soft. It is believed drying out of the latter is being retarded by the shallow, mudfilled ditches which do not appear to have been opened or cleaned for some time.

Projects which are commented on below are classed as satisfactory but have certain conditions which we believe should be corrected:

F.A.P. 156-C, Mt. Hood Loop Hwy., Multnomah County Line-Sandy.
Date Inspection - April 28, 1936. Rating 87%.

On this project it was noted that the concrete at about 10% of the joints was spalling - at some joints quite extensively. It is believed this breaking could be stopped by cleaning and pouring such joints with some kind of asphaltic filler.

Collier F.A.P. 117-G,H & I, McKenzie Hwy. from M.P. 10.45 to 33.5.

These projects have never received a high rating due to the poor appearance of the ditches, shoulders and general cleanup. The shoulders appear to receive very little blading, and in a number of places it was observed both last fall and this spring that the shoulders and ditches were covered with brush and small growth.

Very truly yours,

W. H. LYNCH
District Engineer

By
T. M. Davis
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

290-A

IN YOUR REPLY PLEASE
REFER TO FILE No.

[illegible] 1936
OREGON
STATE HIGHWAY CO

May 8, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

In submitting estimate dated April 16, 1936 as basis of the proposed project agreement for Oregon U. S. Works Program Highway project WPSO 290-A, The Dalles-Three Mile Section of the Three Mile Road in Wasco County, you failed to forward a second page showing non-participating cost of previously stockpiled oil rock to be used on the project and list of estimated man hours, labor cost and material cost.

We believe this oil rock should be shown as a non-participating cost in arriving at final costs for the project. Rather than delay forwarding, we are typing up a second page here in accordance with the list submitted in the preliminary estimate of February 19, 1936, and are showing total cost to include this $1,875 as $9,433.65. We are using the program data for man hours, etc.

Very truly yours,

W. F. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Fox

290

May 4, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the The Dalles-Three Mile Creek Section, Project No. WPSO 290.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Works Program
Project No. WPSO 290

THE DALLES-THREE MILE CREEK SECTION

OF THE THREE MILE ROAD IN WASCO COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 16, 1936

Three Mile Road (16' Roadway)

2.86	miles	Preparation of Base	$150.00	$ 429.00
60	M-Gals.	Sprinkling	2.25	135.00
950	cu. yds.	Placing Mineral Aggregate	2.15	2,042.50
700	yd. mi.	Hauling Mineral Aggregate	0.40	280.00
52	tons	No. 3 Road Oil in Place	31.00	1,612.00
25	tons	Emulsified or Cutback Asphalt in Seal Coat	28.00	700.00
		Subtotal		$5,198.50
		10% Engr. & Cont.		519.85
		Total		$5,718.35
		Length	2.866 Miles	
		Cost per Mile	$1,995.23	

Dry Hollow and Steel Spurs (12' Roadway)

1.14	miles	Preparation of Base	$150.00	$ 171.00
20	M-Gals.	Sprinkling	2.25	45.00
300	cu. yds.	Placing Mineral Aggregate	2.15	645.00
300	yd. mi.	Hauling Mineral Aggregate	0.40	120.00
16	tons	No. 3 Oil in Place	31.00	496.00
7	tons	Emulsified or Cutback Asphalt in Seal Coat	28.00	196.00
		Subtotal		$1,673.00
		10% Engr. & Cont.		167.30
		Total		$1,840.30
		Length	1.136 Miles	
		Cost per Mile	$1,619.98	

WPSO Funds Requested, - 16' Roadway- - - - - - - - - - - - -	$5,718.35
12' Roadway- - - - - - - - - - - - -	1,840.30
	$7,558.65

Funds for Maintenance: See agreement signed by County March 4, 1936 and by Highway Commission March 17, 1936.

290

#1834

April 24, 1936

Associated Oil Company,
Pittock Block,
Portland, Oregon.

Attention: J. H. Dalton.

Gentlemen:

Reference is made to your letter of April 21st concerning the Warren Northwest, Inc. Contract No. 1834 for the construction of the Dalles-Threemile Creek Section of the Threemile Road in Wasco County.

This contract consists of 4.0 miles of oil mat surface treatment. The bond furnished in connection with the contract was written by the United States Fidelity & Guaranty Company for whom G. B. Eckles who has offices in the Bedell Bldg., Portland, is resident agent. The amount of the contract is $6,871.50 and the date of completion is July 15, 1936.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

FORM 3405 10M 11-35

#1834

ASSOCIATED OIL COMPANY

866-78 Pittock Block

PORTLAND, OREGON

April 21, 1936

APR 22 1936

Mr. H.B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Warren Northwest, Inc.
#1834

Dear Sir:

We contemplate delivery of petroleum products to the above on job #1834, covering 4 miles of oil mat surface treatment on The Dalles - Three mile Creek section of the Three Mile County Road, Wasco County, Oregon.

We have been advised that bond was furnished subject individual by the U.S.F. & G. Company through their agents, G.B. Eckles, Bedell Building, Portland, Oregon in the amount of $6,871.00. The time limit for completion is July 15, 1936.

May we have your verification of the above information.

Very truly yours,

ASSOCIATED OIL COMPANY

J.H. Dalton

J.H. Dalton
Oregon Division Credit Manager

HLA:LH

290

April 20, 1936

Warren Northwest, Inc.,
P. O. Box 5072,
Portland, Oregon

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 1834, which was awarded to you on March 12, 1936, for the construction on The Dalles-Threemile Creek Section of Threemile Road in Wasco County.

This copy of the contract is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MC

29

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON

GAYLORD B. ECKLES
Manager

RECEIVED
APR 1 1936

March 31st, 1936.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We are sending you today by express four copies of state highway contract No. 1834, which was recently awarded to Warren Northwest, Inc., covering 4 miles oil mat surface treatment on The Dalles-Threemile Creek Section of the Threemile Road Highway in Wasco County, having executed the bond in connection therewith.

Yours very truly,

Manager.

DW-

U S F & G
FORTIETH
YEAR

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

March 12, 1936

Mr. R. H. Baldock
StateHighway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U.S.Works Program Highway project WPSO 290. The Dalles-Threemile Creek section, to Warren Northwest Inc., Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM 5-A-1 5M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

OREGON STATE HIGHWAY COMMISSION

SALEM

IN YOUR REPLY REFER TO 290

March 3rd, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

The Bureau of Public Roads refused to approve the Dalles-Three Mile Section, the Dry Hollow Spur Section and the Steel Road Spur Section on account of inadequate thickness of surfacing. They finally consented to a minimum thickness of 4 inches, and we have been furnished a letter signed by Judge Phipps and Christ Fauerso stating that they would, at their own expense, place sufficient rock on the thin places to build the surfacing up to the minimum thickness of 4 inches. It is estimated this will require about 1,000 cubic yards.

Please arrange to supervise the placing of this rock in the immediate future so that we can assure the Bureau that the minimum thickness has been provided for.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 290

POST OFFICE BUILDING
PORTLAND, OREGON

March 2, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau on February 28, 1936, approved the project statement for Oregon U. S. Works Program Highway Project No. WPS 290, involving the improvement of four miles of the Three Mile Creek Road, The Dry Hollow Spur, and the Steel Spur, south of The Dalles in Wasco County.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

Ioz

290

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

February 24, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Works Program Highway project WPSO 290, The Dalles-Three Mile Creek section of the Three Mile Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief Engineer of the Bureau.

Concurrence in award of contract will be withheld until the project statement has been approved.

Copies of county resolution covering maintenance should be forwarded with the project agreement estimate.

Detailed plans should be furnished us prior to submission of the final voucher.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

290

February 21, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are today sending, under separate cover, five blueprint copies of the revised typical cross-section sheet for The Dalles-Three Mile Road, Project No. WPSO 290.

The revised cross-sections have been corrected to show the depth of the existing surfacing, taking into consideration the additional materials to be placed by Wasco County prior to construction of the oil surface.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

290

February 19, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for The Dalles-Three Mile Creek Section, to which has been assigned Project No. WPS 290.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

STATE Oregon
PROJECT NO. WPS 290
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) February 18, 1936

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road The Dalles-Three Mile Cr. Section, Three Mile Road
2. Between ~~control points or official description~~; a point in NE. ¼ Sec. 22, T. 1 N., R. 13 E. ~~and~~ and a point at city limit of The Dalles in N.E. ¼ Sec. 10, T. 1 N., R. 13 E.
3. Between intermediate control points if used: .... and ....

County of Wasco

4. Length in miles (gross) 4.0 (net) 4.0
5. Preliminary estimate of cost: Total, $7,000; section of road to be first improved, $7,000,

of which $............ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (*a*) State: ....
(Amount.)

....
(Source; refer to statute.)

(*b*) County ....
(Amount.) (Source; refer to statute.)

....

8—8072

7. Funds for maintenance to be provided by State or County (State or (and) county.), from the following sources: Chap. 175, laws 1917; Chap. 31, laws 1920 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman (Title of officer.)

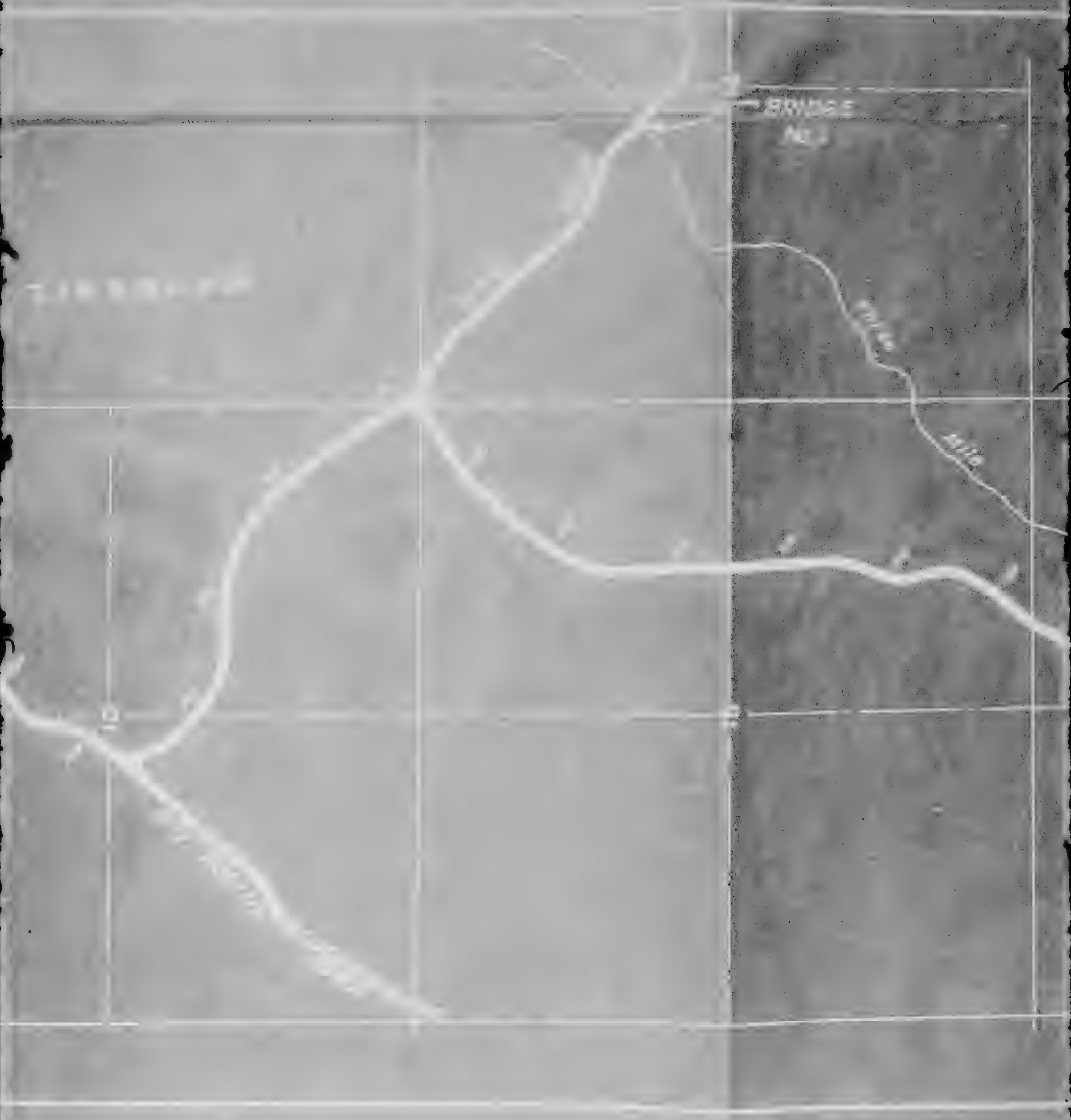
By

As Commissioner (Title of officer.)

By

As Commissioner (Title of officer.)

COLUMBIA - RIVER
THE DALLES


BRIDGE
No. 1
Mile

290

February 19, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for The Dalles-Three Mile Creek Section, Project No. WPSH 290.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Works Program Project
No. WPSO 290

THE DALLES-THREE MILE CREEK SECTION

OF THE THREE MILE ROAD IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 19, 1936

Three Mile Road (16' Roadway)

2.86	miles	Preparation of Base	$ 200.00	$ 572.00
60	M-Gal.	Sprinkling	2.50	150.00
950	cu. yds.	Placing Mineral Aggregate	1.80	1,710.00
700	yd. mi.	Hauling Mineral Aggregate	0.25	175.00
52	tons	No. 3 Road Oil in Place	30.00	1,560.00
25	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00	750.00
			Subtotal	$4,917.00
			10% Engr. & Cont.	491.70
			Total	$5,408.70

Length	2.866 miles
Cost per mile	$ 1,887.19

Dry Hollow and Steel Spurs (12' Roadway)

1.04	miles	Preparation of Base	$ 200.00	$ 208.00
20	M-Gal.	Sprinkling	2.50	50.00
300	cu. yds.	Placing Mineral Aggregate	1.80	540.00
300	yd. mi.	Hauling Mineral Aggregate	0.25	75.00
16	tons	No. 3 Oil in Place	30.00	480.00
7	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00	210.00
			Subtotal	$1,563.00
			10% Engr. & Cont.	156.30
			Total	$1,719.30

Length	1.136 miles
Cost per mile	$ 1,513.46

WPSO Funds Requested:

16' Roadway	$ 5,408.70
12' Roadway	1,719.30
	$ 7,128.00

NON-PARTICIPATING ITEMS

(Mineral Aggregate Furnished by Wasco County)

Three Mile Road

390	cu. yds.	3/4" - 1/2" Crushed Rock in Stockpile	$ 1.50	$ 585.00
350	cu. yds.	1/2" - 1/4" Crushed Rock in Stockpile	1.50	525.00
210	cu. yds.	1/4" - 0" Crushed Rock in Stockpile	1.50	315.00
				$ 1,425.00

Dry Hollow and Steel Spurs

120	cu. yds.	3/4" - 1/2" Crushed Rock in Stockpile	$1.50	$ 180.00
110	cu. yds.	1/2" - 1/4" Crushed Rock in Stockpile	1.50	165.00
70	cu. yds.	1/4" - 0" Crushed Rock in Stockpile	1.50	105.00
				$ 450.00

FORM 5-C-1 32776 5M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

290

January 9, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

Reference is made to your letter of January 1, requesting additional information on the Wasco County Oiling project.

The equation at the intersection of roads Three Mile Road station 280/14 equals 0/00 Dry Hollow Road, gross length wye 70 feet, net length 35 feet. Equation at intersection Three Mile Road 239/10 equals 32/26.3 Steel Road, gross length wye 255. Net length 130. The above information is shown on the blueprint attached.

The only structure on the project is on the Steel road at Three Mile Creek. This is a 20 foot span with concrete abutments and wooden deck with 26 foot roadway.

There are no alignment maps or profiles available on any portion of the project.

Very truly yours,

K. D. LYTLE
Division Engineer

By:
W. O. Widdows

wow/e
encl.

FORM S-A-1 3M 9-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

November 14, 1955

Mr. K. D. Lytle
Division Engineer
Bend, Oregon

Dear Sir:

I am attaching a letter from Chris Fauerso, County Roadmaster of Wasco County, in which he is suggesting some modifications of the oiling of Steel Road, which indicates that Mr. Fauerso did not clearly understand the action of the Commission. They authorized a project to consist of the Three Mile-Pleasant Ridge Road and about one-half mile on the Steel Road spur, the total amount to cost $5,000 or $6,000. The total distance of the Steel Road was not to be oiled, only about one-half mile. I consider it useless to submit a project to the Bureau for oiling a one way traffic road.

Will you kindly see Mr. Fauerso and go over these projects and make your recommendation in line with the action of the Commission.

I suppose that a quarter of a mile could be done on the Steel Road and a quarter of a mile on the Dry Hollow Road if absolutely necessary.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

COPY

WASCO COUNTY
Christ Fauerso
County Roadmaster
The Court House
The Dalles, Oregon

November 12th, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I have prepared a map showing the roads in the heavily traveled fruit district adjacent to The Dalles, with the suggested widths and distances of oiling indicated on the same, also the location of stock pile site for the necessary rock for the job.

When the Wasco County Court together with the writer appeared before the Highway Commission on the 8th of this month we mentioned the Three Mile-Pleasant Ridge, and the Steel Road spur only, however after returning home and giving the matter more consideration we find that the Steel Road spur would probably be subject to heavy front damage if oiled beyond the point indicated on map, and that a short distance of the Dry Hollow spur be oiled in place of the total distance of the Steel Road, we had in mind at the time. The total distance for the oiling ought to be maintained as the Steel Road and the Dry Hollow roads are somewhat too narrow for full two way traffic width, and if oiled 12 feet wide to shoulders will, I believe, stand up better than if a lesser width for strictly one way traffic was used.

When your department has determined what type of oiling ought to be used we will prepare to crush and store the necessary rock, and do such other work on the grade as might be required so as to make the same ready for the armor coat next spring.

Please have the necessary maps printed from the tracing and return same together with any suggestions you might have in the matter.

Very truly yours,

Christ Fauerso,
Wasco County Roadmaster

cc K. D. Lytle.

FORM 5-A-1 5M 8-32

290

291

x

November 15, 1935

Mr. Christ Fauerso
Wasco County Roadmaster
The Dalles, Oregon

Dear Sir:

I have referred your communication of November 12 to H. G. Smith, Construction Engineer, with the request that he work out with you the placing on the program of the various county road projects mentioned, and as soon as they have been approved by the Bureau to get them ready for immediate contract.

It is understood that you will furnish the field plans from which the specifications can be written. It will also be necessary to write up a contract outlining the work the county is to do in the manner of furnishing rock.

Mr. Smith or his representative will go over the matter very carefully with you.

Very truly yours,

State Highway Engineer

RHB:HI

cc Mr. H. G. Smith
Mr. S. H. Probert

Mr. Probert:

Please put this on the program and submit it as soon as possible.

WASCO COUNTY
Christ Fauerso
County Roadmaster
The Court House
The Dalles, Oregon

COPY

November 12th, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I have prepared a map showing the roads in the heavily traveled fruit district adjacent to The Dalles, with the suggested widths and distances of oiling indicated on the same- also the location of stock pile site for the necessary rock for the job.

When the Wasco County Court together with the writer appeared before the Highway Commission on the 8th of this month we mentioned the Three Mile-Pleasant Ridge, and the Steel Road spur only- however after returning home and giving the matter more consideration we find that the Steel Road spur would probably be subject to heavy frost damage if oiled beyond the point indicated on map, and that a short distance of the Dry Hollow spur be oiled in place of the total distance of the Steel Road, we had in mind at the time. The total distance as indicated is 3.98 miles and I think the widths indicated for the oiling ought to be maintained as the Steel Road and the Dry Hollow roads are somewhat too narrow for full two way traffic width, and if oiled 12 feet wide the shoulders will, I believe, stand up better than if a lesser width for strictly one way traffic was used.

When your department has determined what type of oiling ought to be used we will prepare to crush and store the necessary rock, and do such other work on the grade as might be required so as to make the same ready for the armor coat next spring.

Please have the necessary maps printed from the tracing and return same together with any suggestions you might have in the matter.

Very truly yours,

(Sgd) CHRIST FAUERSO
Christ Fauerso,
Wasco County Roadmaster

cc K. D. Lytle.

5M 8-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK X
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

November 9, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle
Division Engineer
Bend, Oregon

Dear Sir:

The County Court of Wasco County appeared before the Highway Commission with the request that The Dalles-Boyd Section be eliminated from the Federal relief program. The Commission was unwilling to do this and ordered it improved according to our previous set-up of $15,000. They, however, consented to oiling the Three Mile Road between The Dalles and the Pleasant Ridge Road, and also about one-half mile on the Steel Road, which is a spur from the Three Mile Road. Mr. Ferso thought that the surfacing on both of these oiled roads was adequate to hold a 0-9 oil without further stabilization.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 5-A-1 5M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

10

October 24, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Bend, Ore.

NOTED
State Highway Engineer

Dear Sir:

The appropriation of $15,000 from the county's portion of the relief funds have been set up for The Dalles-Boyd Road. This was done at the request of the Mail Carriers' Association. It is estimated this would oil about 6 miles with an O-9; with such little ditch cleaning and widening of points as might be absolutely necessary.

It occurs to me that we have overlooked notifying you about this and therefore it would be necessary for you to expedite the Special Provisions as much as possible. A sketch map showing the location of the road is all that is absolutely necessary but if they are available in the county records, you may submit blue prints of the profileand alignment.

If the surfacing is not adequate for O-9, you may stabilize it by the addition of more rock with a corresponding reduction in mileage if necessary.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

CONTRACT# [redacted] 1835 SEE: CONTRACT# 1782

1835 SEE: Contract 1782

CONTRACT# 1836

7-1201 Redmond Rock Production 1936

1936

#1836

7-1201

July 28, 1936

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1836 for the construction of the Redmond Rock Production Project on the McKenzie and The Dalles-California Highways in Crook and Deschutes Counties, has been completed by the contractors, Babler Bros., and that final settlement will be made by the State with said contractors for work done under said contract on or after August 7, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for anysuch claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractors in connection with this contract will be $18,387.75, including the final payment. Of this amount $63.01 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

#1836

7-1201

July 21, 1936

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment on Contract No. 1836 - Redmond Rock Production Project in Crook and Deschutes Counties, Babler Bros., on or after July 21, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 288—5M—11-35

ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT # 12

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 13, 1936

Section Redmond Rock Production

Kind of work Rock Production

Highway McKenzie, Ochoco, Dalles-California

Section prefix 7-1201

Contractor Babler Bros.

Contract number 1836

Date of contract March 13, 1936

Date of completion June 30, 1936

Date work started March 25, 1936

Estimated date of completion June 12, 1936

Amount of contract $16,560.00

Per cent of time elapsed ~~8xxx~~ 84.4%

Estimated cost of completed project, exclusive of engineering $18,478.00

Per cent of contract completed, based on total contract price 100.0%

Engineering cost to date, $450.00, 2.4%

Date project was completed June 12, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work on this project was completed Friday the 12th of this month, the crushing plant is being moved out at this time.

The engineering work has not been completed on this project, however, a day or two will complete the field work. A portion of ~~this~~ the piles have been measured and calculated, the balance of the work will be completed as soon as possible.

Signed

Address Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	AINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			35		
Miles partially completed			0		
Miles completed			35		
Total estimated quantities			8700		
Estimated quantities moved or placed to date			8700		
Average daily quantities			171		
Average daily quantities necessary to complete project on time			completed		
Number shifts per day			2		
Hours per shift			8		
Average force on project for week			16		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Deschutes COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	11					5	16
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1, Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., 1½ ton trucks, 3 ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	rain	all day	
Monday	showers	none	
Tuesday	clear and warm	"	
Wednesday	showers	"	
Thursday	clear and warm	"	
Friday	showers	"	Tearing down plant.
Saturday	clear and warm	"	" " " .

7-1201

April 20, 1936

Babler Brothers,
2407 N. W. 28th Avenue
Portland, Oregon

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 1836 which was awarded to you on March 13, 1936, for the Redmond Rock Production Project on the McKenzie, The Dalles-California, and Ochoco Highways, in Crook and Deschutes Counties.

This copy of the contract is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MC

TELEPHONES: OFFICE AT. 9508
HOME BE. 7294

WALTER F. CLINE, AGENT

615 BOARD OF TRADE BLDG.
PORTLAND, OREGON

RECEIVED
APR 1 1936
OREGON
HIGHWAY COMMISSION

7-1201

March 31st, 1936.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: RE: Babler Bros.

Under seperate cover, by express, I to-day send you four copies of contract and bond which have been signed and executed, on the Rock Production Project on The Dalles-California Ochoco Highway in Crook and Deschutes Counties.

When ready to do so please send Surety Company's copy to McCollister & Campbell, 208 Marion St., Seattle, Wash.

Yours very truly,

Walter F. Cline,
Walter F. Cline.

ved

7-1201

March 16, 1936

Babler Bros.,
2437 N. W. 28th Ave.,
Portland, Oregon

[illegible]

Gentlemen:

The State Highway Commission, on March 13, 1936, awarded to you the contract covering the Redmond Rock Production Project in Crook and Deschutes Counties, based on your bid of $16,560.00.

You may consider this letter as your authority and our request to commence your operations immediately. Contract forms will be sent to you shortly for execution.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number of men required to carry on such work.

Yours very truly,

MC Secretary

cc - S. H. Probert

FORM 9-C-1 [illegible]
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. GLAISTER, SECRETARY

7-12-01

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

RECEIVED
FEB 10 1936
OREGON
STATE HIGHWAY [illegible]

February 8, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We are enclosing herewith a tracing and descriptions covering a stock pile site and quarry site and hauling road on the Redmond Rock Production Project.

All of the land to be taken is raw sage brush grazing land. There will be no difficulty securing the stock pile site or hauling road on the C. O. I. Company land nor the portion of the quarry and the hauling road on the Deschutes County property. The balance of the quarry which is on the Nellie P. Struss property has no practical value except for grazing purposes but an effort should be made to secure this as soon possible as we understand the project will come up for bids in March.

Very truly yours,

K. D. LYTLE
Division Engineer

By:
W. O. Widdows

NOTED

wow/e
encl.

FORM 9-A-1 6M 9-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

7-12-27

January 29th, 1938

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

I note that the Redmond maintenance material job had to be deferred until the March letting, as Mr. Baldock did not care to secure permission for this project except at a regular meeting of the Commission, and the request for authorization had not been submitted in time for that to be done.

It is quite essential that these projects be worked up and submitted several months in advance of the lettings, and particularly the table of quantities and amounts in the projects should be submitted so that there is sufficient time to secure the authority of the Commission. If projects are to be let in the spring, I would suggest they be submitted at the time the budgets are prepared in the fall.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
State Highway Engineer

7-12-01

January 21, 1936

Mr. H. G. Smith
Office

Dear Sir:

It is impossible for me to secure permission from the Commission and for Probert's office to write the necessary special provisions for the production of maintenance materials in the vicinity of Redmond at this late date. Lytle should have been more forehanded and have had a recommendation in before this time.

I will endeavor to secure the authorization for this at the February 6 meeting for the March 5 letting.

Very truly yours,

State Highway Engineer

RHB:HI

cc Mr. J. N. Bishop
Mr. H. B. Glaisyer

2-A-1 6M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

January 15th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Attention: Mr. Glaisyer

Dear Sir:

Mr. K. D. Lytle, Division Engineer, is submitting a project for the production of maintenance material in the vicinity of Redmond. He wishes to crush and stockpile 8,650 cubic yards at an estimated cost of $17,500. Will you kindly secure authority of the Commission for the production of this material.

Mr. Lytle requests that this contract be let at the February letting, in which case authority would need be obtained from the Commission immediately.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR

cc to: H. B. Glaisyer

REFERRED TO
Mr. Baldock
BY SECRETARY

CONTRACT# 1838

286-289 Yamhill County Oiling 1936
Four Sections
[redacted]
1838

RECEIVED
JUN 5 1946
FOR FILING

FAS 286-A

May 31, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of May 22 relative to maintenance inspection of Oregon FAS 286-A, Willamina-Coast Creek Road, Willamina Brickyard Section. Your inspection report indicates that considerable work should be performed on this project in order to bring it to its original condition.

Mr. Cutler made an inspection of this road early in March with the Yamhill County Court, and the court at that time promised to do its best to improve the conditions during the summer of 1946.

This particular road has been subjected to very heavy log hauling since its construction, and was not originally constructed to sustain such traffic.

During Mr. Cutler's discussion with the Yamhill County Court with regard to this road, it was suggested that should additional Federal Aid Secondary funds become available after the first three-year program has been completed, that a project should be considered for the reconstruction of the Brickyard Section and also reconstruction of approximately five additional miles on this road, as a Federal Aid Secondary project.

This road was recommended as a Federal Aid Secondary Highway, has been approved, and is No. 114.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Oscar Cutler

ANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
[illegible]
Division 8

May 22, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Maintenance inspection of Oregon FAS 286 A, Willamina-Coast Creek Road, Willamina Brickyard Section was made on May 17th.

The report of inspection states that a number of new holes have developed in the bituminous pavement and the mat at the Railroad Grade Crossing is badly broken, all of which should have immediate patching.

All ditches are blocked by brush, slope ravel and debris. An additional culvert or two are needed around the sidehill portion where water cannot get away from the inside of the curve.

The shouldersare low, waterholding and cut by traffic. The roadside is badly in need of cleanup of brush and debris.

If possible to arrange a joint inspection with County officials some time in the week beginning May 27th, this would be convienent to this office. Other F.A. Projects in Yamhill Co. could be inspected at the same time.

Very truly yours,

T. M. Davis

T. M. Davis,
District Engineer

Cutler

~~[illegible]~~

RECEIVED
MAY 27 1946
[illegible]
STATE HIGHWAY COMMISSION

NOTED
I. A. DE FRANCE

RECEIVED
FEB 7 - 1945
FOR FILING

FAP - 286

February 5, 1945

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Herewith copy of a communication from Judge Hoskins of Yamhill County relating to the maintenance of Oregon FAP 286.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI

YAMHILL COUNTY

H. M. HOSKINS
COUNTY JUDGE

CHAS. R. NEWMAN
HOMER ROSS
COMMISSIONERS

McMINNVILLE, OREGON

February 2, 1945

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Since receiving your letter of January 10, 1945, regarding the condition of the oiled highway near Willamina known as Oregon FAP 286, we have made an inspection of this road and find that while not in serious condition, it should have some repair work. We are making plans as soon as weather conditions are more favorable and material available to take care of the repairs as pointed out in Mr. Lynch's report. For your information, the piling that was on the shoulder of this road has been removed by the operator.

Thank you for calling this matter to our attention and assuring you of our desire to cooperate with you in every way possible.

Very truly yours,

YAMHILL COUNTY COURT

by H. M. Hoskins
County Judge

HMH:a

RECEIVED
FEB 3 1945
STATE [illegible] COMMISSION

RECEIVED
JAN 13 1945
FOR FILING

FAP 286

January 10, 1945

Honorable H. M. Hoskins
County Judge of Yamhill County
McMinnville, Oregon

My dear Judge:

I have received a communication from Mr. W. H. Lynch, District Engineer, Public Roads Administration, in Portland, advising that maintenance inspection was recently made of the road at Willamina which extends from the Salmon River Highway northwesterly to the Willamina Brick Yard, which is known as Oregon FAP 286, and which was oiled under contract with funds made available by the Federal Government for county roads.

Yamhill County entered into an agreement at the time this road was oiled to maintain the road in a manner satisfactory to the Public Roads Administration and the State Highway Department.

The letter from Mr. Lynch points out, and from which I quote, that "....several depressions at the pavement edge hold pools of water and should be patched out and the shoulder drained at these points. In addition a number of other depressions and the railroad grade crossing need patching."

Quoting further, "Ditches on the East ½ mile particularly, and on the entire length in general are blocked with slope ravel, brush and debris. Water stands at several points." The letter also advises that the shoulders are weed grown and not well drained. In addition, at a pile loading yard near the Brick plant several piles have been left on the shoulder, dangerously close to the pavement edge. Near the north end of the project a dump containing many tin cans, debris of various kinds and possibly garbage has been started, and this presents a very unsightly and unsanitary condition.

I realize that there is a shortage of manpower at the present time and that materials are hard to obtain and equipment is not always available. However, I would appreciate very much a letter from the county advising what plans you may have for remedying the conditions mentioned, as quoted from Mr. Lynch's letter.

Very truly yours,

R. H. Baldock
State Highway Engineer

OC:ME

RECEIVED
JAN 13 1945
FOR FILING

January 10, 1945

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of January 1 re maintenance inspection of Oregon FAP 286, Willamina Coast Creek Road-Willamina Brick Yard Section, which was made on December 28, 1944.

The conditions mentioned in your letter will be brought immediately to the attention of the County Court of Yamhill County.

Very truly yours,

R. H. Baldock
State Highway Engineer

OC:ME

288-A

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FOR FILING

November 9, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FAP 288-A, Baker County Road and B street Extension, Baker County-McMinnville Section.

Dear Sir:

Maintenance inspection of the above project was made on November 1. The report of inspection states the following:

Surface

0.0 - West End.
0.0-0.33 - A good seal. Unbroken except for one or two places in the center.
0.33-0.48 - A good seal, but considerable number of broken places in center only. Do not seem to be any in the wheel tracks.
0.48-0.73 - Depressed wheel lanes and badly broken in center which is low. Needs digging out, patching and a strip seal along center to raise the crown.
0.73-0.95 - Low center which holds water and shows weakness and broken areas. Needs patching and center strip seal to restore crown.
0.95-1.48 - Badly misshapen in south traffic lane from heavy log loads. Needs filling in with a light crushed rock course or paving plant mix and a seal. The distorted surface has many hollows which hold water.
1.48-1.82 - Well sealed, in good condition.

Drainage and Shoulders

The shoulders are heavily over grown and higher than oil mat, preventing surface drainage. The one culvert at west end of the project was recently opened, but there is no escape westerly from this point.

Those sections which are distorted and water holding are in danger of further failure, once the ground becomes saturated and we should like to be advised whether the County plans any corrective measures this year.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

RECEIVED
NOV 10 1943
OREGON
STATE HIGHWAY COMMISSION

Copy sent to [illegible]

RECEIVED
FEB 9 1940
FOR FILING

286-A

February 7, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. F. E. Andrews

Dear Sir:

Reference is made to your letter of January 22, 1940, regarding Oregon WPSO 286-A, Willamina-Coast Highway, a county road improved with federal funds, in Yamhill County.

I wish to advise that, upon receipt of your letter of September 15, 1939, regarding the maintenance on this project, the matter was called to the attention of the county authorities by letter, with the request that they advise the Highway Commission when the matters mentioned in the letter of September 15 had been completed.

Immediately upon receipt of your letter of January 22, Mr. Cutler called upon the County Court of Yamhill County and discussed with the Court the matter of properly maintaining this road. The County Court agreed that the maintenance requested would be performed, and further stated that plans call for a reoil of the road with county forces next summer, using an approximate 0-30 oil specification.

Mr. Cutler also went over all of the other county roads in Yamhill County that have been improved with federal secondary or other federal funds and discussed maintenance required on these roads. The Court agreed that it would place crews upon these roads and bring them up to a properly maintained standard.

This matter will be followed closely, and it is expected that the Court will do the things which it has agreed to do.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 22, 1940.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Re: Oregon WPSO 286-A
Willamina-Coast Highway

Reference is made to our letter of September 15, 1939, regarding unsatisfactory maintenance on the above project.

Our letter requested that the matter be brought to the attention of the county.

We also asked that you advise us when, in your opinion, the work requested would be accomplished, in order that we might arrange for a reinspection of the project.

As no reply was received to our letter, we are again making a similar request.

Very truly yours,

W. H. LYNCH,
District Engineer.

By
F. E. Andrews,
Senior Highway Engineer.

CEIVED
JAN 25 1940
OFFICE OF
TENANCE ENGINEER

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

March 6, 1939

IN REPLY PLEASE REFER TO FILE NO.
112-5

256-289

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

We have been advised by B. O. Johnson that temporary markers have been set at the beginning and end of the following Federal Aid Projects completed in 1936:

Willamina-Brick Yard Section	WPSO-286
Deer Creek-Sheridan Section, Gopher Valley Road	WPSO-287
Baker St.-McMinnville Section, Baker Creek Road and "B" Street Extension	WPSO-288
Springbrook-Newberg Section, Chehalem Mountain Road	WPSO-289

Also included are prints of our regular Federal Aid sheets showing limits of the jobs.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc Mr. R. H. Baldock ✓

9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

March 6, 1939.

Mr. W. O. Widdows,
Asst. Maintenance Engineer,
Salem, Ore.

NOTED
Highway Engineer

Dear Sir:

Temporary markers have been set at the beginning and end of the following Federal Aid projects:

Willamina-Brick Yard Section	WPSO-286
Deer Creek-Sheridan Section, Gopher Valley Road	WPSO-287
Baker St.-McMinnville Section Baker Creek Road and "B" Street Extension	WPSO-288
Springbrook-Newberg Section Chehalem Mountain Road	WPSO-289

We are enclosing prints of regular Federal Aid Sheets showing limits of the project.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
R.H.Baldock ✓

287-a

C
O
P
Y

December 19, 1938

Mr. F. D. Eason
Division Engineer
Office

Dear Sir:

We have been advised by the Bureau of Public Roads through the Maintenance Department that Federal Aid markers have not been placed on the Balm Grove-Forest Grove county road project F.A.P. 291-A and the Yamhill oiling project F.A.P. 287-A. ✓

Will you please have the bemporary markers set and advise this office of their location in order that posts may be set immediately.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
F.

cc to: R. H. Baldock

RECEIVED
DEC 19 1938
FOR FILING

287-a

December
17th
1938

Hon. County Court
Yamhill County
McMinnville, Oregon

Gentlemen:

I am handing you herewith a copy of a letter received from Mr. W. H. Lynch, District Engineer of the Bureau of Public Roads, in which he reports the unsatisfactory condition of Oregon F.A.P. 287-A, Deer Creek-Sheridan Junction Section of the Gopher Valley Road, as the result of the maintenance inspection made by the Bureau of Public Roads inspector on November 26, 1938.

I have requested Mr. F. D. Eason, Division Engineer, to make an inspection of this section with either the County Court or the County Engineer, as you desire, and discuss the matter on the ground in order that he may be familiar with the steps you intend to take to remedy the conditions complained of by the Bureau.

It will also be necessary that Mr. Eason make a second inspection so that we can notify the Bureau of Public Roads when the conditions have been corrected.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBMcC/JHB/er

cc W. H. Lynch
J. E. Bishop
F. D. Eason;- Please go over this section with the County Court or the County Engineer and report what steps are being taken to correct the conditions complained of as well as any comments you have to make on the conditions as you find them.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
DEC 16 1938
OREGON
STATE HIGHWAY COMMISSION

December 15, 1938

WPSO 287-A

Deer Cr - Sheridan Junction

Length 1.021 miles

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir:

Maintenance inspection of Oregon FAP 287-A, Gopher Valley Road-Deer Creek, to Sheridan Junction, was made on November 26.

The report of inspection states that the surface in places has failed (although now patched) along edges in several places due to inadequate side drainage and high shoulders holding water.

The report further states that the ditches are entirely weed clogged and the shoulders weed grown and high withreference to the pavement.

We do not expect a high standard of readside clean-up on this comparatively unimportant market road, but in order to prevent further damage to the oil surface, it is considered necessary that the ditches be cleaned and the shoulders adequately drained, particularly, at this season of the year.

It is noted that maintenance is to be performed by the county. However, as the cooperative agreement is between the State and the Federal Government, we are calling this matter to your attention with the request that steps be taken to remedy the conditions noted.

The inspection report states that no Federal Aid markers have been installed.

Yours very truly,

W. H. LYNCH,
District Engineer

By: F. E. Andrews
F. E. Andrews,
Sr. Hwy. Engr.

RECEIVED
DEC 16 1938
OFFICE OF [illegible] ENGINEER

RECEIVED
FEB 17 1938
FOR FILING

286-289

February 16, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of February 3, 1938, concerning the time of completion for Projects Nos. WPSO 287-A and 288-A.

We have been advised by the resident engineer that all work was completed on these projects except a small amount of blading work on the shoulders, and this work was delayed as a convenience to the contractor until all jobs could be finished at the same time. The date of completion for this work was October 10.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Commissioners
LESLIE M. SCOTT, Chairman, Portland
CARL G. WASHBURNE, Eugene
E. B. ALDRICH, Pendleton

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

SALEM

NEWBERG

February 10, 1938

In Reply Please
Refer to File No.

Mr. F. D. Eason, Division Engineer
Oregon State Highway Department
Salem, Oregon

RECEIVED
FEB 11 1938
Office of
DIVISION ENGINEER
Division No. 2

Dear Sir:

In reply to your letter of February 8th, I am sending you the following information;

August 10th, all work was completed on Willamina-Brick Yard section, Deer Creek-Sheridan Junction and the Baker Creek-McMinnville section. The Bureau asked later that they do some blading on shoulder before the job was left and this was not done until October 10th, the Springbrook-Newberg Junction section was completed October 12th and I reported all completed on October 12th. The blading asked for by the Bureau could have been finished sooner but they waited and finished all the jobs at the same time.

The Springbrook-Newberg Junction section was not completed on time due to Right of Way trouble.

Very truly yours,

H. C. Broadwell

H. C. Broadwell
Resident Engineer

cc J. W. Nash

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

February 5, 1938.

IN REPLY PLEASE REFER TO FILE NO.

236-1002

Mr. H. C. Breadwell,
Resident Engineer,
Oregon State Highway Department,
Newberg, Oregon.

Dear Sir:

Please advise the completion dates for each of the units of the Yamhill County Oiling Project. Our records do not definitely state these dates. The Bureau of Public Roads has requested this information.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc J. W. Nash

COPY

HISTORY OF JOB

The clearing started March 26, 1936 on the Gumm property, and they were ordered off. The Sheriff and the County Court were on the job. Not much was done until April 27, when contractor started clearing and an injunction was served on J. C. Compton an Court to stay off Gumm property, but they ditched and cleared on other property until May 13. They were off until Aug. 25, when the job got under way, and grading started Aug. 31.

On May the 4, blading and shaping of the Gopher Valley job started. On May 14, started surfacing on this job. On May 15, started shaping grade on Willamina job and May 18, started surfacing this job. Worked along on these sections until the material was on and processed. On May 20, started hauling surfacing rock to the Baker Creek job and spreading along edge of grade to blade over later On June 18, started shaping this job and getting read for the oil.

On July 1, started oiling on the Baker Creek job. Then to Gopher Valley road, then to Willamina finishing up these three jobs all but the Seal Coat. On July 16. On Aug. 4, started Seal Coat on thes three jobs which finished them.

On Sept. 11, the grading was finished on Springbrook Job and started with the surfacing rock and processing which was finished Oct. 2. Then they started oiling which was finished on Oct. 5. Then the shaping of shoulders and roadbed which completed the job Oct. 12, 1936.

H. C. Broadwell
Resident Engineer.

HCB/RTM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

[illegible] 1938
FOR FILING

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

February 3, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon U. S. Works Program Highway projects WPSO 286-A, 287-A, 288-A and 289-A, Yamhill County oiling, your contract number 1838.

The copies of field estimates furnished us indicate that all the projects except WPSO 289-A, the Springbrook section, were completed August 5, 1936, but our field inspection reports of August 17th state that there remained to be done some shaping of shoulders on WPSO 287-A and 288-A, the Deer Creek and Baker Creek sections. Your letter of September 8th advised that all except WPSO 289-A were completed, but it is possible that the small amount of work on the shoulders was not considered in that connection.

The extension of time granted the contractor to complete WPSO 289-A appears to be justified, and it may be that it will cover also WPSO 287-A and 288-A if the shoulder work on these projects was delayed so as to be done in connection with WPSO 289-A. However, we should have the actual completion dates for WPSO 287-A and 288-A for our records, and if they were actually completed after August 31st, it would be helpful to have an explanation for the delay.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Not. to [illegible]
[illegible] 2-3 38

[illegible] 1936

RECEIVED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 287-R2

November 14, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPSO Project No. 287-A, Deer Creek-Sheridan Junction Section, Gopher Valley Road, Yamhill County, was made by a representative of this office on October 26, 1936.

Complete detailed plans, as requested in our letter of February 26, 1936, supplementing the abbreviated plans approved, must be furnished prior to payment of the final voucher, prompt submission of which will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Ed

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DEC 1
F

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 288-a

POST OFFICE BUILDING
PORTLAND, OREGON

November 14, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPSO Project No. 288-A, Baker Creek-McMinnville Section, Baker Creek Road and B. St. Extension, Yamhill County, was made by a representative of this office on October 26, 1936.

Complete detailed plans, as requested in our letter of February 25, 1936, supplementing the abbreviated plans approved, must be furnished prior to payment of the final voucher, prompt submission of which will be appreciated.

Yours very truly,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Jra

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
NOV 16 1936
FOR FILING

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

289-A

November 13, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPSO Project No. 289-A, Springbrook-Newberg Junction Section Chehalem Mountain Road, Yamhill County, was made by a representative of this office on October 26, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

#1838

RECEIVED
NOV 12 1936
FOR FILING

286-289

November 12, 1936

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to J. C. Compton on contract No. 1838 for the construction of the Yamhill County Oiling Project on Four County Roads in Yamhill County. This payment will be made on or after November 21, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, Division Engineer
SALEM

RECEIVED
NOV 1[illegible]
FOR FILING

986-289

November 5, 1936.

In Reply Please Refer to File No.
236-1002

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. E. G. Smith.

Dear Sir:

We are today handing to J. W. McCallister the following records supporting the final estimate on the Yamhill County Oiling project, contract No. 1838:

Willamina - Brick Yard
1. Tracing of Map
2. Profile
3. Book of Field Notes

Deer Creek-Sheridan Junction
1. Map
2. Profile
3. Book of Field Notes

Baker Creek-McMinnville
1. Map
2. Profile
3. Book of Field Notes

Springbrook-Newberg Junction
1. Map (Detail)
2. Profile
3. Book of Field Notes
4. Pad of Earthwork Computation Sheets
5. Mass Diagram
6. Pad of Cross Section Plats
7. 26 Material Receipt Books (All Jobs Included)
8. Invoices, for Tar and Cutback (All Jobs Included)
9. 2 Daily Progress Report Books

Four copies of the estimate and three copies of the quantity summary sheet are being transmitted to the office of S. H. Probert. An explanation of overruns and underruns exceeding 10 per cent of the preliminary estimate will be submitted later.

Yours very truly,

F. D. EASON,
Division Engineer.
By

G. W. ROSE,
Office Engineer.

[illegible]
cc R. H. Baldock
S. H. Probert
J. W. McCallister
J. D. Nash

500 3-36
Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville
H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, Division Engineer
SALEM

X

286-289

November 5, 1936.

In Reply Please Refer to File No.

236-1002

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

We are today handing to J. W. McCallister the following records supporting the final estimate on the Yamhill County Oiling project, contract No. 1838:

Willamina - Brick Yard
1. Tracing of Map
2. Profile
3. Book of Field Notes

Deer Creek-Sheridan Junction
1. Map
2. Profile
3. Book of Field Notes

Baker Creek-McMinnville
1. Map
2. Profile
3. Book of Field Notes

Springbrook-Newberg Junction
1. Map (Detail)
2. Profile
3. Book of Field Notes
4. Pad of Earthwork Computation Sheets
5. Mass Diagram
6. Pad of Cross Section Plats
7. 26 Material Receipt Books (All Jobs Included)
8. Invoices, for Tar and Cutback (All Jobs Included)
9. 2 Daily Progress Report Books

Four copies of the estimate and three copies of the quantity summary sheet are being transmitted to the office of S. H. Probert. An explanation of overruns and underruns exceeding 10 per cent of the preliminary estimate will be submitted later.

Yours very truly,

F. D. EASON,
Division Engineer.
By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock
S. H. Probert
J. W. McCallister
J. W. Nash

x

Form 338—5M—5-36

OREGON STATE HIGHWAY COMMISSION

296-289

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 31, 1936

Section Four County Roads

Kind of work Surfacing & oiling

Highway County Road

Section prefix 236-1002

Contractor J.C. Compton

Contract number 1838

Date of contract March 13, 1936

Date of completion ~~October 12~~ Aug. 31, 1936

Date work started March 26, 1936

Estimated date of completion October 12, 1936

Amount of contract $39,612.00

Per cent of time elapsed 100%

Estimated cost of completed project, exclusive of engineering $39,612.00

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $2129.38, 9.0%

Date project was completed Oct. 12, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Working up estimate and maps, profiles etc on These jobs and will have them in first of week.

RECEIVED
OCT 2 - 1936
DIVIS[illegible]ER

Signed

Address Newberg, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	ENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed	4.29	4.27		4.29	
Total estimated quantities	5000	5300		226 Ton	
Estimated quantities moved or placed to date	4816	5160		261 Ton	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	Fog- Clear		
Wednesday	" "		
Thursday	Foggy		
Friday	Cloudy		
Saturday			

FORM 9-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

UNITED STATES DEPARTMENT OF [illegible]
BUREAU OF [illegible]

286-289

September 8th, 1936

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Mr. Compton has requested an extension of time on his Contract No. 1833, Yamhill County Oiling Project, F.A.P. No. WPSO 286, 287, 288 and 289.

Three units of this contract have been completed, but the fourth, the Springbrook Section, has been held up by court injunction and right of way trouble so that the contractor has been unable to proceed with the grading work until recently.

Under the circumstances we recommend the extension be granted from August 31st to October 15th without penalty. May we have your concurrence in this extension.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Lew
R

cc to: R. H. Baldock ✓

286-a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

September 4, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPSO 286-A, Willamina-Brick Yard Sec., Willamina-Coast Creek Road, Yamhill County, was made by a representative of this office on August 17, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Iron

#1838

286-289

August 27, 1936

Mr. J. C. Compton,
McMinnville, Oregon.

Dear Sir:

Reference is made to your letter of August 25th requesting an extension of time to October 15th on your contract No. 1838 - Yamhill County Oiling Project.

You are advised that before your application can be accepted and acted upon by the Highway Commission it will be necessary to have the written consent of your surety on the bond furnished in connection with the contract. Please secure the consent of surety and forward it to this office to accompany your application.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

cc to F. D. Eason.

Mr. Eason:
Copy of his letter is attached hereto. Please advise of your recommendations.

H. B. Glaisyer.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon WPSO 289

RECEIVED
AUG 7 1936
OREGON STATE HIGHWAY COMMISSION

August 6, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

L J Caufield
By L. J. Caufield
Highway Engineer

Encls.

Tron

ER-A4pr- 3202

Form P. R. 2

State Oregon

U. S. Works Program Highway Project No. WPSO 289

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—8518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 12th day of June, 1936

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935, (Public Res. No. 11, 74th Cong.):

Whereas the Highway Department of said State submitted on the 18th day of February, 1936, a project statement, which was approved by the Secretary on the 28th day of February, 1936, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~[illegible]~~ said project which were recommended for approval by the United States District Engineer on the 25th day of February, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fourteen thousand, five hundred nine and no/100 dollars ($14,509.00) as the share of the United States payable under said act on account of ~~[illegible]~~ said project, which ~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Public Res. No. 11, 74th Cong.)

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 2+63.3 at a connection with Federal Aid Route No. 9 in the SW¼, Sec. 16, T. 3 S., R. 2 W., W.M., and survey station 44+39.6 in the SW¼, Sec. 9, T. 3 S., R. 2 W., W.M.,

, length 0.790 of a mile~~s~~, in Yamhill County, being ~~Section of~~ Oregon U.S. Works Program Highway project No. WPSO 269, consisting of 0.790 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~[illegible]~~, known locally as the Chehalem Mt. Road.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction o[redacted]f said project shall not in any event exceed the sum of fourteen thousand, five hundred nine and no/100 dollars ($14,509.00), certified to the Secretary of the Treasury as above mentioned, which[redacted] is the approved total estimated cost o[redacted]f said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor ~~by said~~ State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

STRICKEN OUT

Article VI. Maintenance of the project will be by the County of Yamhill pursuant to its agreement of March 17, 1936 with the State Highway Department.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 23d day of July, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By F. L. TouVelle

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

8—551

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Works Program Highway Project No. WPSO 239, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 14,509.00 as the total estimated cost of said project, and the sum of $ 14,509.00 as the share of the United States, payable under said acts on account of such project, which [redacted] is [redacted] said total estimated cost.

Done at the city of Washington, this 23d day of July one thousand nine hundred and thirty-six

Secretary of Agriculture,

By H. Fairbank
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8—4620

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon WPSO 288

August 6, 1936

AUG 7 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Lon

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon WPSO 288

AUG 7 1936

August 6, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Fon

ER-A4pr- 3174

Form P. R. 2

State Oregon

U. S. Works Program Highway Project No. WPSO 288

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

Memorandum of Agreement made this 12th day of June, 1936 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935, (Public Res. No. 11, 74th Cong.);

Whereas the Highway Department of said State submitted on the 18th day of February, 1936, a project statement, which was approved by the Secretary on the 3rd day of March, 1936, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~Section ---- of~~ said project which were recommended for approval by the United States District Engineer on the 26th day of February, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirteen thousand, three hundred forty-six and 30/100 dollars ($13,346.30) as the share of the United States payable under said act on account of ~~Section ---- of~~ said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Include date and citation of
(Public Res. No. 11, 74th Cong.)
act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 at the North City Limit of McMinnville in the SE¼, Sec. 17 and survey station 79+06.4, in the NW¼, Sec. 18, all in T. 4S., R. 4 W., W.M.

, length 1.817 miles, in Yamhill County, being Oregon U.S. Works Program Highway project No. WPSO 288, consisting of 1.817 miles of roadway and no bridges, of more than 20 feet clear span, , known locally as the Baker Creek Road and B. St. Extension.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of **thirteen thousand, three hundred forty-six and 30/100** dollars ($**13,346.30**), certified to the Secretary of the Treasury as above mentioned, which [redacted]

[redacted] is, the approved total estimated cost of [redacted] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **The State Treasurer**
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

~~ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:~~ STRICKEN OUT

(Include reference to statute authorizing funds and probable amount annually available)

Article VI. Maintenance of the project will be by the County of Yamhill pursuant to its agreement of March 17, 1936, with the State Highway Department.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 23d day of July, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By F L TouVelle
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Works Program Highway Project No. HP30 208, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 13,346.30 as the total estimated cost of said project, and the sum of $ 13,346.30 as the share of the United States, payable under said acts on account of such project, which ~~[illegible]~~ is ~~[illegible]~~ said total estimated cost.

Done at the city of Washington, this 23d day of July one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4290

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

Stencil No. 124

DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon WPS0 286

August 6, 1936

[illegible] AUG 7 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

L J Caufield
By L. J. Caufield
Highway Engineer

Encls.

Ko

ER-App. 3155

Form P. R. 2

State Oregon

Project No. WPSO 286

U.S. Works Program Highway

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 12th day of June, 1936

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Congress):

Whereas the Highway Department of said State submitted on the 18th day of February, 1936, a project statement, which was approved by the Secretary on the 3rd day of March, 1936, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [illegible] [illegible] said project which were recommended for approval by the United States District Engineer on the 28th day of February, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eight thousand, one hundred eighteen and no/100 dollars ($ 8,118.00) as the share of the United States payable under said act on account of [illegible] [illegible] said project, which [illegible] is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Include date and citation of
(Public Res. No. 11, 74th Congress).
act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 at the south city limits of Willamina in the SW 1/4 Sec. 1, T. 6 S., R. 7 W., and survey station 36+00 in the SE 1/4 of Sec. 36, T. 5 S., R. 7 W.,

, length 0.681 of a mile~~s~~, in Yamhill County, being ~~Section~~ ~~of~~ Oregon U.S.WorksProg. Hwy. project No. WPSO 286, consisting of 0.681 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span, known ~~of a mile in length.~~ locally as the Willamina Coast Creek Road.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction ~~of Section~~ ________ of said project shall not in any event exceed the sum of **eight thousand, one hundred eighteen and no/100** dollars ($**8,118.00**________), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~ ________

____

~~dollars ($~~ **is** ________ ~~)~~ the approved total estimated cost ~~of Section~~ ________ of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **the State Treasurer**
____
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. ~~The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor~~ by said State in the manner herein set forth, to wit: **Article VI. Maintenance will be by**
(Include reference to statute authorizing
the County of Yamhill, pursuant to its agreement of March 17, 1936 with the
funds and probable amount annually available)
State Highway Department.

STRICKEN OUT

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 21st day of July, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By F. L. TouVelle
Member, State Highway Commission.
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

8—5813

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Wks.Prog.Hwy. Project No. WPGO-236, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $8,118.00 as the total estimated cost of said project, and the sum of $8,118.00 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~pro rata share o~~f said total estimated cost.

Done at the city of Washington, this 21st day of July one thousand nine hundred and thirty-six

Secretary of Agriculture,

By [illegible]
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4820

RECEIVED
DEC 21 1938
FOR FILING

WP 10286-389

August 5, 1938

Treas. Rec. #16329

Hon. Rufus C. Holman
State Treasurer
Capitol Building
Salem, Oregon

Dear Sir:

Attached is Yamhill County warrant No. 60295 in our favor for the sum of $314.70. This represents the county's share in the cost of surfacing and oiling four county road sections and the amount should be credited to the state highway fund ~~as~~ county cooperation.

Very truly yours,
R. H. BALDOCK
State Highway Engineer

By
Bookkeeper

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon WPSO 287

RECEIVED
AUG 7 1936

August 6, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

Caufield

Encls.

Iron

ER-LApr. 3156

Form P. R. 2

State Oregon

U. S. Works Program Highway

Project No. WPSO 287

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 12th day of June, 1936 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Congress):

Whereas the Highway Department of said State submitted on the 18th day of February, 1936, a project statement, which was approved by the Secretary on the 3rd day of March, 1936, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for xxxxxx xxx said project which were recommended for approval by the United States District Engineer on the 25th day of February, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seven thousand, five hundred ninety-nine and 90/100 dollars ($7,599.90) as the share of the United States payable under said act on account of xxxxxx xxxx said project, which xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5613

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **from funds appropriated under act approved April 8, 1936** (Include date and citation of **(Public Res. No. 11, 74th Congress).** act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 0+08 in the NW 1/4 of Sec. 31, and survey station 54+00 in the NW 1/4 of Sec. 30, all in T. 5 S., R. 5 W., W.M.,**

, length **1.021** miles, in **Yamhill** County, being ~~Section~~ ~~or~~ **Oregon U.S. Works Prog. Hwy.** project No. **WPSO 287**, consisting of **1.021** miles of roadway and **no** bridges, ~~each~~ of more than 20 feet clear span, **known** ~~or a mile in length.~~ **locally as the Gopher Valley Road.**

8—5518

preserve a smooth-surfaced

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of **seven thousand, five hundred ninety-nine and 90/100** dollars ($ **7,599.90**), certified to the Secretary of the Treasury as above mentioned, which [redacted]

[redacted]

[redacted] **is** [redacted] the approved total estimated cost [redacted] of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **the State Treasurer**

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway ~~Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:~~ **Article VI. Maintenance will be by the County of Yamhill, pursuant to its agreement of March 17, 1936 with the State Highway Department.**

(Include reference to statute authorizing funds and probable amount annually available)

STRICKEN OUT

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 21st day of July, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By F L TouVelle
Member, State Highway Commission.
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

8—3518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Wks.Prog.Hwy. Project No. WPGO 287, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 7,599.90 as the total estimated cost of said project, and the sum of $ 7,599.90 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~pro rata share of~~ said total estimated cost.

Done at the city of Washington, this 21st day of July one thousand nine hundred and thirty-six

Secretary of Agriculture,

Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8—6230

June 12, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Springbrook-Newberg Junction Section, Project No. WPSO 289.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

June 12, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Baker Creek-McMinnville Section, Project No. WPGO 288.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

June 12, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Deer Creek-Sheridan Section, Project No. WPSO 287.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

June 12, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Willamina-Brick Yard Section, Project No. WPSO 286.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

FORM 2-A-1 10M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

286-241

June 11, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Baldock
OFFICE

NOTED
State Highway Engineer

Dear Sir:

You inquire whether or not the contracts have been awarded for the following Yamhill County Road Projects:

Oiling -	McMinnville City limits north and west $2\frac{1}{2}$ miles on market roads #9 and #21	$10,000
Oiling -	McMinnville-Tillamook Highway north 1 mile on market road #3	5,000
Oiling -	Willamina, north 1 mile on market road #10	5,000

These jobs were all included in the contract awarded to J. C. Compton on March 13, 1936.

Very truly yours,

HBGlaisyer
Secretary

HBG:dp

286-289

June 11, 1936

Mr. Baldock
OFFICE

Dear Sir:

You inquire whether or not the contracts have been awarded for the following Yamhill County Road Projects:

Oiling -	McMinnville City limits north and west 2½ miles on market roads #9 and #21	$10,000
Oiling -	McMinnville-Tillamook Highway north 1 mile on market road #3	5,000
Oiling -	Willamina, north 1 mile on market road #10	5,000

These jobs were all included in the contract awarded to J. C. Compton on March 13, 1936.

Very truly yours,

Secretary

HBG:dp

5. 20.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

RECEIVED
JUN 2 1936

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon WPSO 289

June 1, 1936

Mr.R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon WPSO 290

May 29, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Ro

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon WPSO 288

May 29, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

287

(Stencil #28) **UNITED STATES DEPARTMENT OF AGRICULTURE**
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon WPSO 287

POST OFFICE BUILDING
PORTLAND, OREGON

MAY 29 1936
STATE HI

May 28, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By J. Caufield
L. J. Caufield
Highway Engineer

Encls.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. WPSO-Oregon 286

May 27, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

289

May 4, 1938

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Springbrook-Newberg Junction, Project No. 289.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Works Program
Project No. WPSO 209

SPRINGBROOK-NEWBERG JUNCTION SECTION

OF THE CHEHALEM MOUNTAIN ROAD IN YAMHILL COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 16, 1936

All Required		Clearing and Grubbing		$ 250.00
300	cu. yds.	Trench Excavation	$1.25	375.00
5,000	cu. yds.	Excavation, Single Classification	0.40	2,000.00
6,500	yd. stas.	Overhaul	0.02	130.00
150	yd. mi.	Truck Haul	0.20	30.00
0.79	mile	Finishing Roadbed and Slopes	500.00	395.00
160	lin. ft.	12" Corrugated Iron Pipe	1.80	288.00
50	lin. ft.	24" Corrugated Iron Pipe	3.50	175.00
6	lin. ft.	18" Concrete Pipe	3.00	18.00
60	lin. ft.	24" Concrete Pipe	3.25	195.00
30	lin. ft.	Salvaging Concrete Pipe	1.50	45.00
2,700	cu. yds.	Rock Subbase	1.35	3,645.00
1,200	cu. yds.	Crushed Rock Surfacing	2.55	3,060.00
100	cu. yds.	Filler	0.30	30.00
100	yd. mi.	Hauling Filler	0.30	30.00
100	M-Gals.	Sprinkling	2.50	250.00
300	cu. yds.	Mineral Aggregate in Place	5.00	1,500.00
8	tons	Emulsified or Cutback Asphalt in Seal Coat	35.00	280.00
19	tons	Tar in Place	26.00	494.00
			Subtotal	$13,190.00
			10% Engr. & Cont.	1,319.00
			Total	$14,509.00

Length	0.790 mile
Cost per Mile	$18,365.82

WPSO Funds Requested- $14,509.00

Estimated Labor Required	5,300 man hours
Cost of Labor	$3,400
Cost of Materials	$800

Funds for Maintenance: See agreement signed by County March 6, 1936 and by Highway Commission March 17, 1936.

288

May 4, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Baker Creek-McMinnville Section, Project No. WPGO 288.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Works Program
Project No. WPSO 288

BAKER CREEK-McMINNVILLE SECTION OF THE BAKER CREEK ROAD AND "B" STREET EXTENSION IN YAMHILL COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 16, 1936

2,000	cu. yds.	Crushed Rock Surfacing	$2.00	$ 4,000.00
200	cu. yds.	Filler	0.30	60.00
200	yd. mi.	Hauling Filler	0.30	60.00
100	M-Gals.	Sprinkling	2.50	250.00
1,060	cu. yds.	Mineral Aggregate in Place	4.75	5,035.00
20	tons	Emulsified or Cutback Asphalt in Seal Coat	35.00	700.00
78	tons	Tar in Place	26.00	2,028.00
			Sub-total	$12,133.00
			10% Engr. & Cont.	1,213.30
			Total	$13,346.30

Length	1.817 miles
Cost per Mile	$7,345.23

WPSO Funds Requested- $13,346.30

Estimated Labor Required	3,800 man-hours
Cost of Labor	$2,400
Cost of Materials	$1,800

Funds for Maint: See agreement signed by County March 6, 1936 and by Highway Commission March 17, 1936.

287

May 4, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Deer Island-Sheridan Junction Section, Project No. WPSO 287.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Works Program
Project No. WPSO 287

DEER CREEK-SHERIDAN JUNCTION SECTION
OF THE GOPHER VALLEY ROAD IN YAMHILL COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 16, 1936

1,000	cu. yds.	Crushed Rock Surfacing	$2.75	$2,750.00
100	cu. yds.	Filler	0.40	40.00
100	yd. mi.	Hauling Filler	0.30	30.00
50	M-Gals.	Sprinkling	3.50	175.00
520	cu. yds.	Mineral Aggregate in Place	5.00	2,600.00
10	tons	Emulsified or Cutback Asphalt in Seal Coat	35.00	350.00
39	tons	Tar in Place	26.00	1,014.00
			Subtotal	$6,909.00
			10% Engr. & Cont.	690.90
			Total	$7,599.90

Length of Roadway	1.005 Miles
Length of Bridge	0.016 Miles
Total Length	1.021 Miles
Cost per Mile	$7,443.58

Note: Oiling is to be constructed across bridge.

WPSO Funds Requested- $7,599.90

Estimated Labor Required	1,900 man hours
Cost of Labor	$1,200
Cost of Materials	$900

Funds for Maint: See agreement signed by County March 6, 1936 and by Highway Commission March 17, 1936.

286

May 4, 1936

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Willamina-Brick Yard Section, Project No. WPSO 286.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Works Program Project
No. WPSO 286

WILLAMINA-BRICK YARD SECTION OF THE WILLAMINA-COAST CREEK ROAD IN YAMHILL COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 16, 1936

1,100	cu. yds.	Crushed Rock Surfacing	$2.60	$2,860.00
100	cu. yds.	Filler	0.40	40.00
100	yd. mi.	Hauling Filler	0.30	30.00
50	M-Gals.	Sprinkling	2.50	125.00
600	cu. yds.	Mineral Aggregate in Place	4.85	2,910.00
7	tons	Emulsified or Cutback Asphalt in Seal Coat	35.00	245.00
45	tons	Tar in Place	26.00	1,170.00
			Subtotal	$7,380.00
			10% Engr. & Conts.	738.00
			Total	$8,118.00

Length 0.681 mile
Cost per Mile $11,920.70

WPSO Funds Requested- $8,118.00

Estimated Labor Required 2,100 man hours
Cost of Labor $1,300
Cost of Materials $900

Funds for Maint: See agreement signed by County March 6, 1936 and by Highway Commission March 17, 1936.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. 288

RECEIVED
FEB 27 1936

February 26, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Works Program Highway project WPSO 288, the Baker Creek-McMinnville section of the Baker Creek Road and "B" Street Extension, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief Engineer of the Bureau.

Concurrence in award of contract will be withheld pending approval of the project statement.

Approval is also subject to the condition that the usual detailed plans be furnished prior to submission of the final voucher.

The necessary county maintenance agreement should be furnished with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By T. H. Davis
T. H. Davis
Highway Engineer

287

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

FEB 26 1936

February 25, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon U. S. Works Program Highway Project No. WPSO 287, the Deer Creek-Sheridan Junction Section of the Gopher Valley Road, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Concurrence in award will be withheld pending approval of the project statement.

Approval is subject to the condition that the usual detailed plans be furnished prior to submission of the final estimate. Approval is also subject to the condition that the roadway fill north of the Deer Creek bridge be widened to the same minimum section as shown on the section sheet, prior to placing of the surfacing.

The necessary county maintenance agreement should be furnished with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Hwy. Engineer

288

February 21, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Baker Creek-McMinnville Section, Project No. WPSO 288.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

Works Program Project
No. WPSO 288

BAKER CR.-McMINNVILLE SECTION OF THE
BAKER CR. ROAD AND "B" ST. EXTENSION IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 21, 1936

2,000	cu. yds.	Crushed Rock Surfacing	$ 1.50	$ 3,000.00
200	cu. yds.	Filler	0.50	100.00
200	yd. mi.	Hauling Filler	0.20	40.00
100	M-Gal.	Sprinkling	2.00	200.00
1,060	cu. yds.	Mineral Aggregate in Place	4.00	4,240.00
20	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00	600.00
66	tons	No. 3 Road Oil in Place	30.00	1,980.00
78	tons	Tar in Place	26.00	(Alternate)
			Subtotal	$ 10,160.00
			10% Engr. & Cont.	1,016.00
			Total	$ 11,176.00

Length	1.817 miles
Cost per mile	$ 6,150.79

WPSO Funds Requested- -$ 11,176.00

Estimated Labor Required	3,800 man-hours
Cost of Labor	$ 2,400
Cost of Materials	$ 1,800

289

February 21, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Springbrook-Newberg Junction Section, Project No. WPSO 289.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department

Works Program Project
No. WPSO 289

SPRINGBROOK-NEWBERG JUNCTION SECTION
OF THE CHEHALEM MOUNTAIN ROAD IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 21, 1936

All Required		Clearing and Grubbing		$ 100.00
300	cu. yds.	Trench Excavation	$ 1.00	300.00
5,000	cu. yds.	Excavation, Single Classif.	0.40	2,000.00
6,500	yd. sta.	Overhaul	0.03	195.00
150	yd. mi.	Truck Haul	0.20	30.00
0.79	mile	Finishing Roadbed and Slopes	200.00	158.00
160	lin. ft.	12" Corr. Iron Pipe	1.20	192.00
50	lin. ft.	24" Corr. Iron Pipe	3.20	160.00
6	lin. ft.	18" Concrete Pipe	2.20	13.20
60	lin. ft.	24" Concrete Pipe	3.20	192.00
30	lin. ft.	Salvaging Concrete Pipe	1.00	30.00
2,700	cu. yds.	Rock Sub-base	1.25	3,375.00
1,200	cu. yds.	Crushed Rock Surfacing	1.60	1,920.00
100	cu. yds.	Filler	0.50	50.00
100	yd. mi.	Hauling Filler	0.20	20.00
100	M-Gal.	Sprinkling	2.00	200.00
300	cu. yds.	Mineral Aggregate in Place	4.00	1,200.00
8	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00	240.00
16	tons	No. 3 Road Oil in Place	30.00	480.00
19	tons	Tar in Place	26.00	(Alternate)
			Subtotal	$ 10,855.20
			10% Engr. & Cont.	1,085.52
			Total	$ 11,940.72

Length	0.790 mile
Cost per mile	$15,114.83

WPSO Funds Requested- -$ 11,940.72

Estimated Labor Required	5,300 man-hours
Cost of Labor	$ 3,400
Cost of Materials	$ 800

287

February 21, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Bear Creek-Sheridan Junction Section, Project No. WPSO 287.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department

Works Progress Project
No. WPSO 287

DEER CREEK-SHERIDAN JUNCTION SECTION OF THE GOPHER VALLEY ROAD IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 21, 1936

1,000	cu. yds.	Crushed Rock Surfacing	$ 1.50	$ 1,500.00
100	cu. yds.	Filler	0.50	50.00
100	yd. mi.	Hauling Filler	0.20	20.00
50	M-Gal.	Sprinkling	2.00	100.00
520	cu. yds.	Mineral Aggregate in Place	4.00	2,080.00
10	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00	300.00
33	tons	No. 3 Road Oil in Place	30.00	990.00
39	tons	Tar in Place	26.00	(Alternate)
			Subtotal	$ 5,040.00
			10% Engr. & Cont.	504.00
			Total	$ 5,544.00

Length of Roadway	1.005 miles
" " Bridge	.016 "
Total Length	1.021 "
Cost per mile	$ 5,429.97

Note: Oiling is to be constructed across bridge

WPSO Funds Requested- -$ 5,544.00

Estimated Labor Required	1,900 man-hours
Cost of Labor	$ 1,200
Cost of Materials	$ 900

286

February 21, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Willamina-Brick Yard Section, Project No. WPSO 286.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Works Program Project
No. WPSO 286

WILLAMINA-BRICK YARD SECTION OF

THE WILLAMINA-COAST CREEK ROAD IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 21, 1936

1,100	cu. yds.	Crushed Rock Surfacing	$ 1.50	$ 1,650.00
100	cu. yds.	Filler	0.50	50.00
100	yd. mi.	Hauling Filler	0.20	20.00
50	M-Gal.	Sprinkling	2.00	100.00
600	cu. yds.	Mineral Aggregate in Place	4.00	2,400.00
7	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00	310.00
38	tons	No. 3 Road Oil in Place	30.00	1,140.00
45	tons	Tar in Place	26.00	(Alternate)
			Subtotal	$ 5,670.00
			10% Engr. & Cont.	567.00
			Total	$ 6,237.00

Length 0.681 mile
Cost per mile $ 9,158.59

WPSO Funds Requested- $ 6,237.00

Estimated Labor Required	2,100 man-hours
Cost of Labor	$ 1,300
Cost of Materials	$ 900

289

February 19, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Springbrook-Newberg Junction Section, to which has been assigned Project No. WPS 289.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MR

Encl.

STATE Oregon

PROJECT NO. WPS 289
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) February 18, 1936

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Springbrook-Newberg Junction Section, Chehalem Market Road
2. Between ~~control points of official description~~ a connection with Fed. Route No. 9 in S. W. ¼, Sec. 16, T. 3 S., R. 2 W. and a point in S. E. ¼ Sec. 9, T. 3 S., R. 2 W.
3. Between intermediate control points if used: .... and ....

County of Yamhill

4. Length in miles (gross) 0.8 (net) 0.8
5. Preliminary estimate of cost: Total, $10,000; section of road to be first improved, $10,000,

of which $.................... is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: ....
(Amount.)

....
(Source; refer to statute.)

(b) County ....
(Amount.) (Source; refer to statute.)

....

8—5073

7. Funds for maintenance to be provided by State or County (State or (and) county.), from the following sources: Chapter 175, Laws 1917, Chapter 31, Laws 1920. (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project:

Treasurer of the State of Oregon.

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

(Title of officer.)

By

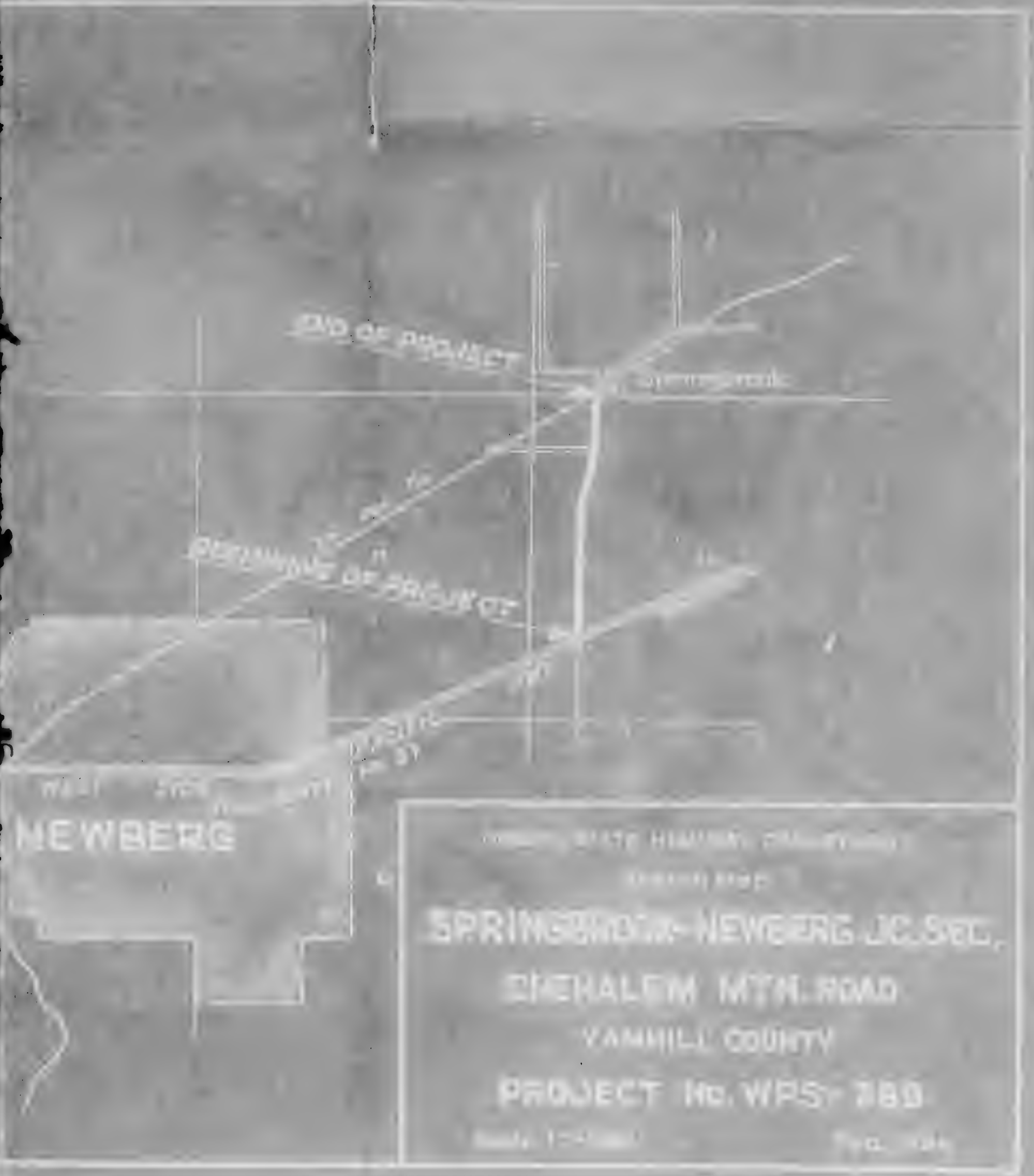
(Title of officer.)

By

(Title of officer.)

GOVERNMENT PRINTING OFFICE 8—6873

END OF PRO
OF PRO


END OF PROJECT
Springbrook
BEGINNING OF PROJECT
WEST SIDE
NEWBERG

OREGON STATE HIGHWAY COMMISSION

VICINITY MAP

SPRINGBROOK-NEWBERG JC. SEC.,

CHEHALEM MTN. ROAD

YAMHILL COUNTY

PROJECT No. WPS-380

[illegible] [illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEB 26 1936
COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

February 25, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon U. S. Works Program Project No. WPSO 289, the Springbrook-Newberg Junction Section of the Chehalem Mountain Road, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Concurrence in award will be withheld pending approval of the project statement.

Copies of county resolution covering maintenance should be forwarded with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Hwy. Engineer

288

February 19, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Baker Creek-McMinnville Section, to which has been assigned Project No. 288.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

STATE Oregon

PROJECT NO. WPS 258
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) February 18, 1936

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Baker Creek-McMinnville Section, Baker Creek Road

2. Between control points of official description: a point in S.E. ¼ Sec. 17, T. 4 S., R. 4 W. and a point in N.W. ¼ Sec. 18, T. 4 S., R. 4 W. and

3. Between intermediate control points if used: and

County of Yamhill

4. Length in miles (gross) 1.8 (net) 1.8

5. Preliminary estimate of cost: Total, $10,000; section of road to be first improved, $10,000,

of which $ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: (Amount.)

(Source; refer to statute.)

(b) County (Amount.) (Source; refer to statute.)

8—8072

7. Funds for maintenance to be provided by State or County (State or (and) county.), from the following sources: Chap. 175, laws 1917; Chap. 31, laws 1920 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman (Title of officer.)

By

As Commissioner (Title of officer.)

By

As Commissioner (Title of officer.)

T4S R5W W.M.
T4S R4W W.M.

[illegible]

[illegible]

[illegible] VILLE SEC

[illegible] FT. EXTENSION

[illegible]

PROJECT NO. [illegible]

[illegible]

MINNVILLE

T4S.R5W.W.M.
T4S.R4W.W.M.

[illegible]

[illegible]

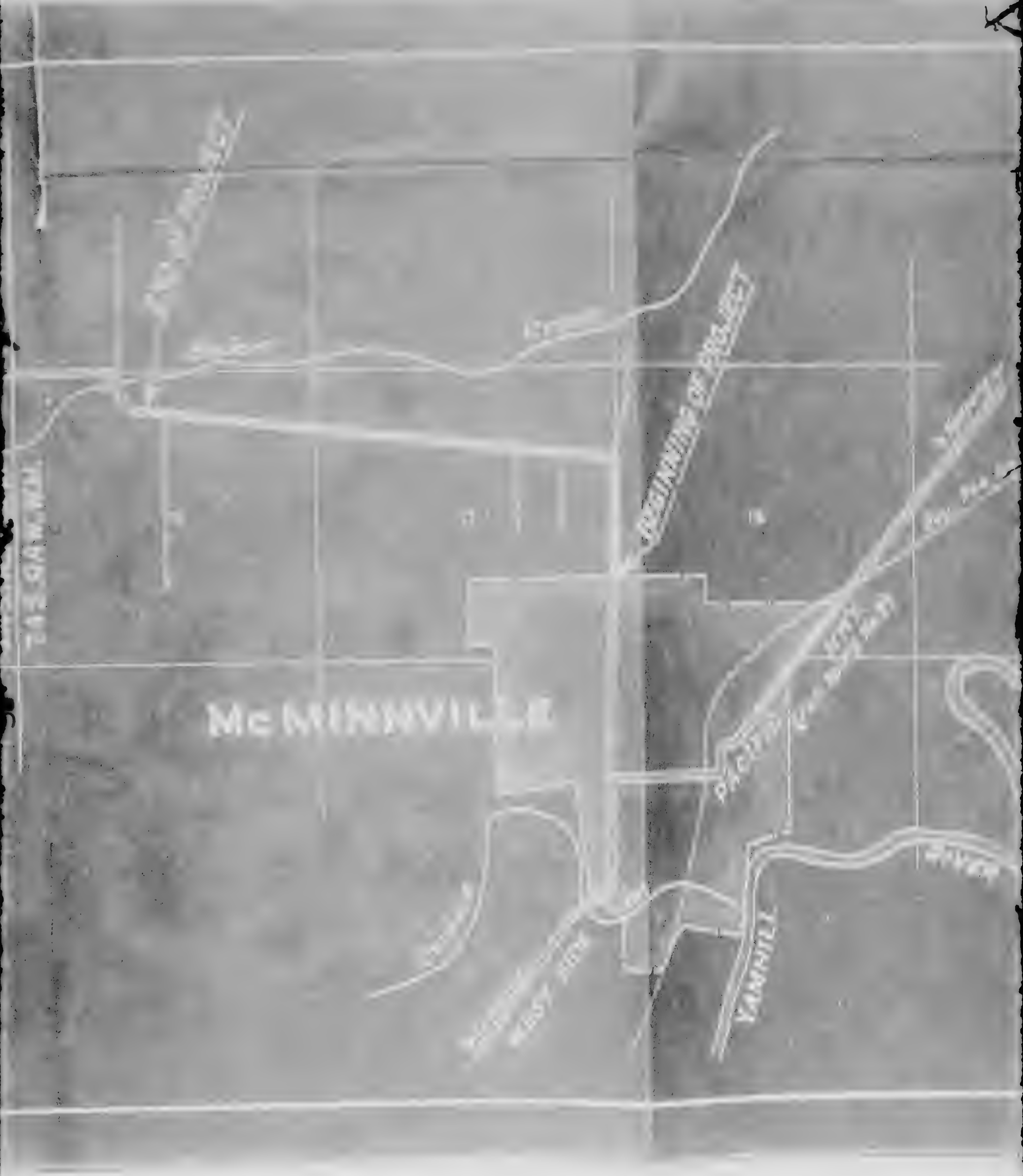
BAKER CR. - McMINNVILLE SEC.

BAKER CO. ROAD [illegible] "B" ST. EXTENSION

YAMHILL COUNTY

PROJECT NO. WPS-288

[illegible] [illegible]


BEGINNING OF PROJECT
McMINNVILLE
PACIFIC
HWY
YAMHILL
RIVER

CMINNVILLE
BEGINNING OF
YAMHILL

287

February 19, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Deer Creek-Sheridan Junction Section, to which has been assigned Project No. WPS 287.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/HK

Encl.

STATE Oregon

PROJECT NO. WPH 287
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) February 18, 1936

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Deer Creek-Sheridan Junction Section, Gopher Valley Road
2. Between ~~control points of official description:~~ a connection with Fed. Route No. 11 in NW¼, Sec. 31, T. 5 S., R. 5 W. ~~and~~ and a point in NW¼, Sec. 30, T. 5 S., R. 5 W.
3. Between intermediate control points if used: .... and ....

County of Yamhill

4. Length in miles (gross) 1.0 (net) 1.0
5. Preliminary estimate of cost: Total, $5,000; section of road to be first improved, $5,000, of which $............ is the estimated cost of "bridges" of more than 20 feet clear span.
6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: .... (Amount.)

....
(Source; refer to statute.)

(b) County ....
(Amount.) (Source; refer to statute.)

....

8—8072

7. Funds for maintenance to be provided by State or County (State or (and) county.), from the following sources: Chap. 175, laws 1917; Chap. II, laws 1920 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 3—3072

R.6

BEGINNING OF PROJECT
SHERIDAN

SHERIDAN

286

February 19, 1936

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Willamina-Brick Yard Section, to which has been assigned Project No. WPH 286.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/EE

Encl.

STATE Oregon

PROJECT NO. WPS 256
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT
AS REQUIRED BY
FEDERAL AID ROAD ACT
Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) February 18, 1936

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Willamina-Brick Yard Section, Willamina-Coast Creek Road

2. Between ~~control points of official description~~ a point at south city limit of Willamina in S.W. ¼ Sec. 1, T. 6 S., R. 7 W. and a point in S.E. ¼ Sec. 36, T. 5 S., R. 7 W.

3. Between intermediate control points if used: ____ and ____

County of Yamhill

4. Length in miles (gross) 0.7 (net) 0.7

5. Preliminary estimate of cost: Total, $ 5,000; section of road to be first improved, $ 5,000, of which $ ____ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (*a*) State: ____ (Amount.)

____ (Source; refer to statute.)

(*b*) County ____ (Amount.) (Source; refer to statute.)

8—8072

7. Funds for maintenance to be provided by State or County (State or (and) county.), from the following sources: Chap. 175, laws 1917; Chap. 31, laws 1920 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

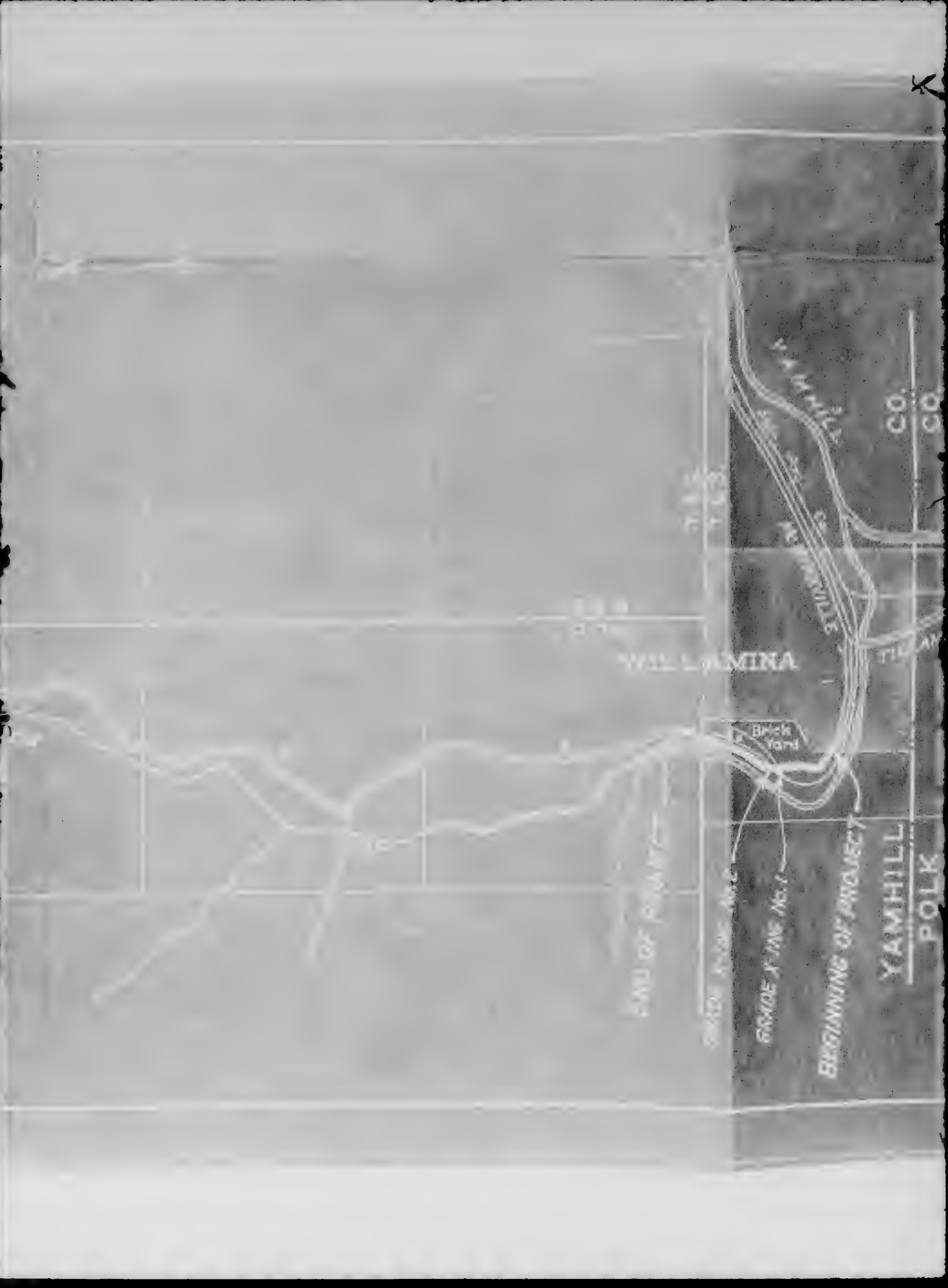
As Chairman (Title of officer.)

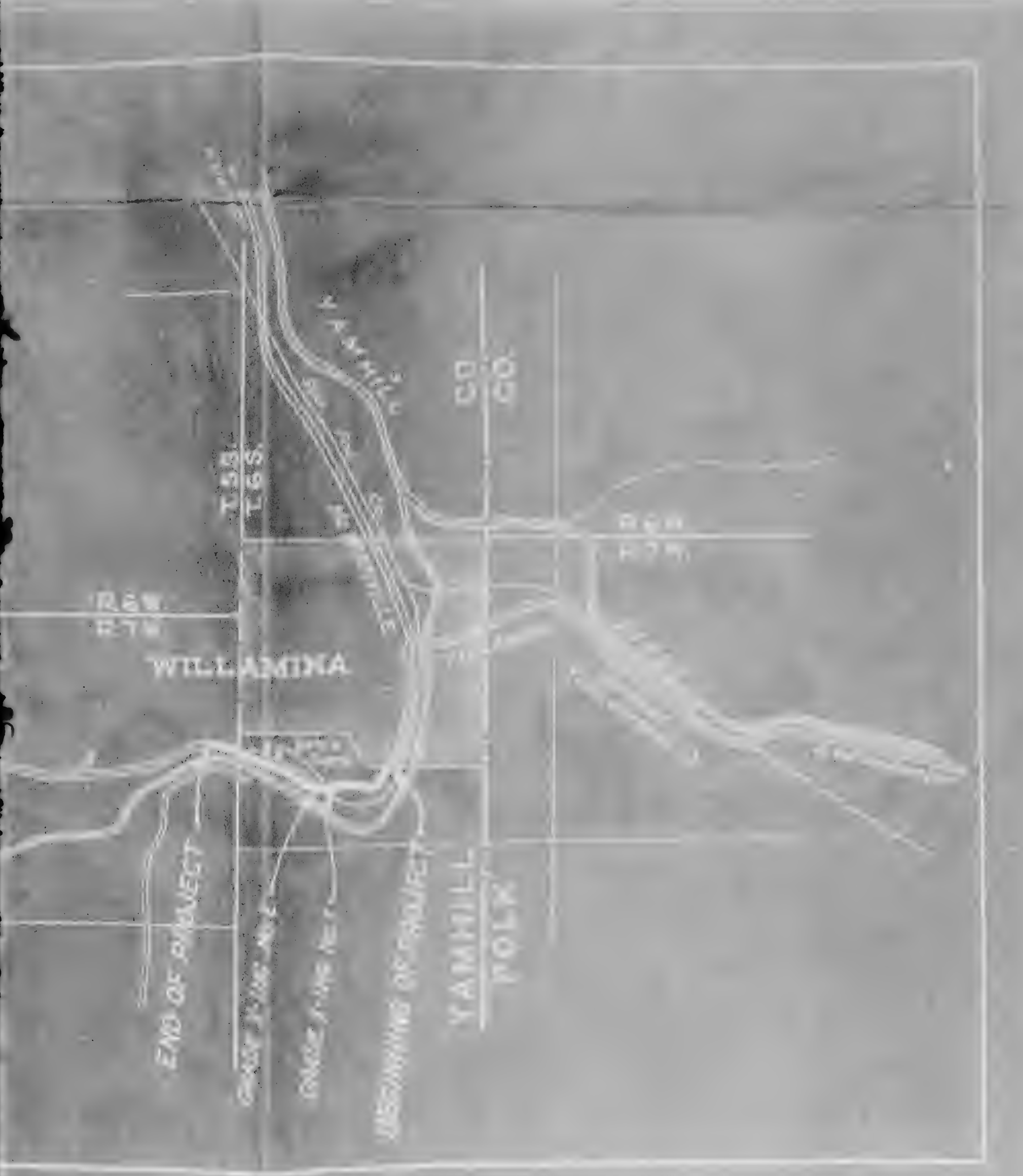
By

As Commissioner (Title of officer.)

By

As Commissioner (Title of officer.)


YAMHILL
CO.
CO.
T.5S.
T.6S.
WILLAMINA
Brick Yard
END OF PROJECT
GRADE LINE No.2
GRADE LINE No.1
BEGINNING OF PROJECT
YAMHILL
POLK



T.5S.
T.6S.
R.6W.
R.7W.
R.6W.
R.7W.
YAMHILL R.
YAMHILL CO.
POLK CO.
WILLAMINA
END OF PROJECT
BEGINNING OF PROJECT

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 26 1936
OREGON
STATE HIGHWAY COMMISSION

February 25, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon U. S. Works Program Project No. WPSO 286, the Willamina-Brick Yard Section of the Willamina-Coast Creek Road, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Concurrence in award will be withheld pending approval of the project statement.

Approval is subject to the condition that the usual detailed plans be furnished prior to submission of the final estimate.

The section sheet shows that the minimum width of existing surface is 16 ft. and that an 18-ft. bituminous macadam is proposed over an additional surface course 3 inches thick. Approval of the project is subject to the condition that the existing surface be widened where necessary to provide a base of uniform thickness for the entire width of the new oil surface.

Esson asked to take care of this.
Sml

Copies of county resolution covering maintenance should be forwarded with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Hwy. Engineer

April 8, 1936

J. C. Compton
McMinnville, Oregon

Dear Sir:

By express we are forwarding to you today a fully executed copy of contract #1838, which was awarded you on March 13, 1936 for 4.29 miles of surfacing and oiling on four county roads in Yamhill County.

This copy is for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By
Secretary

DP

FORM S-B-1 800 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

286-281

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

April 3, 1936

IN REPLY PLEASE REFER TO FILE NO.

236-1002

J. C. Compton Company,
General Contractors,
McMinnville, Oregon.

Gentlemen:

There are attached hereto two copies of your subcontract with Saxton & Looney and J. S. Risley for crushing, hauling, stock piling and/or dumping on the road rock surfacing and oil rock for the Willamina-Brick Yard Unit and the Deer Creek-Sheridan Junction Unit of the Yamhill County Oiling Project, Contract No. 1838.

This subcontract has been approved by the Legal Department and this office, and this letter is your authority to commence work under this agreement immediately if you so desire.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock ✓
H. G. Smith
H. C. Broadwell

NOTED
State Highway Engineer

FORM 5-8-1 500 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

286-289

March 30, 1936.

IN REPLY PLEASE REFER TO FILE NO.

236-1002

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. J. M. Devers.

Dear Sir:

There is attached hereto a copy of a proposed subcontract between J. C. Compton, contractor, and Saxton & Looney and J. S. Risley, for work in connection with crushing, hauling, stock piling and/or dumping on the road of oil rock and rock surfacing on the Willamina-Brick Yard Unit and the Deer Creek-Sheridan Junction Unit of the Yamhill County Oiling Project, Contract No. 1838.

We have checked the proposed agreement, and it is within the 20 per cent limitation for subcontracts. May we have your approval as to form?

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock
H. G. Smith

NOTED

STA ULT

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

March 13, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U. S. Works Program Highway projects Nos. WPSO 286, 287, 288 and 289, Yamhill County oiling project on four sections of county road, to J. C. Compton, McMinnville, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Jen

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

March 6, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Acting Chief of Bureau on March 3, 1936, approved the project statement for Oregon U. S. Works Program Highway Project WPS 288, involving the improvement of 1.8 miles of the Baker Creek Road between the north city limits of McMinnville in the SE 1/4 Sec. 17, T. 4 S., R. 4 W., and a point near Baker Creek in the NW 1/4 of Sec. 18, T. 4 S., R. 4 W., in Yamhill County.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Tom

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

March 6,1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Acting Chief of Bureau on March 3, 1936, approved the project statement for Oregon U. S. Works Program Highway Project WPS 287, involving the improvement of 1 mile of the Gopher Valley Road between a connection with the McMinnville-Tillamook Highway, in the NW 1/4 of Sec. 31, T. 5 S., R. 5 W., and a point in the NW 1/4 of Sec. 30, T. 5 S., R. 5 W., in Yamhill County.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Jon

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

March 6, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Acting Chief of Bureau on March 3, 1936, approved the project statement for Oregon U. S. Works Program Highway Project WPS 286, involving the improvement of .7 of a mile of the Willamina-Coast Creek Road between a point at west city limit of Willamina in S.W. 1/4 Sec. 1, T. 6 S., R. 7 W., and a point in S.E. 1/4 Sec. 36, T. 5 S., R. 7 W., in Yamhill County.

Very truly yours,

WHLynch

W. H. LYNCH
District Engineer

Jon

246-249

March 6, 1936

Honorable Charles H. Martin
Governor of the State of Oregon
Building

Dear Sir:

I note that you have referred to me for a report the letter of Kenneth Gumm of Newberg, under date of March 3, relating to the selection of a county road in Yamhill County for improvement, and particularly the road selected in the vicinity of the Springbrook Packing Company.

The county roads in Yamhill County that were selected for improvement with federal funds were those chosen by the Yamhill County Court. The Commission adopted this method of selection because the county courts are naturally more familiar with the county road system than the Highway Commission and with the real need of the improvements. Furthermore, the county courts are required to furnish the rights of way, it being impossible under the law for the Highway Commission to buy the rights of way on county roads even though they might desire to do so. Inasmuch as it is necessary for the county courts to put up some of their money in the purchase of rights of way they have to be consulted with reference to the selection of the projects.

The Highway Commission have no particular interest in any of the county roads selected, and are perfectly willing to give any reconsideration to the matter that the county courts themselves might desire. At the present time they feel that if any change should be made in the selection, such change should be initiated by the county court for the reasons above given.

Very truly yours,

State Highway Engineer

RHB:HI

cc Mr. Henry F. Cabell
Mr. E. B. Aldrich
Mr. F. L. Tou Velle

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 289

POST OFFICE BUILDING
PORTLAND, OREGON

March 2, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau on February 28, 1936, approved the project statement for Oregon U. S. Works Program Highway project No. WPS 289, involving the improvement of 0.8 of a mile of the Springbrook-Newberg Junction section of the Chehalem Market Road in Yamhill County.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

FORM 6-B-1 1M 6-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

286-289

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

December 21, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith suggested provisions and estimate, together with maps of the various units and a profile of Unit No. 4, of the Yamhill County road projects.

The map of Unit No. 4 is turned over to the Construction Department for checking right of way descriptions.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock

State Highway Engineer

CONTRACT# [redacted] 1839

WPMH 133-D Alsea Bay Br. Approaches 1936

#1839

C
O
P
Y

July 29, 1938

Mr. W. H. Lynch, District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of July 20, 1938, concerning the final vouchers for Projects Nos. FA 133-A, C and D.

The form on which the vouchers were written was discussed with Mr. Stanley a few days ago, at which time we explained that the type of the work was considerably different from that contemplated by the Forms R-1 and R-2, which are examples of the methods to be used in preparing the agreement estimate and cost analysis. However, in the case of the projects listed above, the work was of such nature that the forms of estimates and cost data were changed to more clearly give a comprehensive estimate for that particular type of work. It appears logical that since the form was acceptable in the agreement estimates, the final vouchers, prepared in a similar manner, will, likewise, be acceptable. We wish to call to your attention the final vouchers for Projects Nos. 180-B and C, submitted previously, were identical in form to these in question, and these were apparently acceptable since the final payments have been received.

The dates of beginning and completing work from telegraphic advice are correct and are the ones which should be used.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By
S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

C
O
P
Y

July 20, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final vouchers for Oregon Federal Aid projects 133-A, 133-C and 133-D, landscaping on the Oregon Coast Highway.

The vouchers have not been prepared in accordance with Mr. MacDonald's memorandum of April 30, 1935, and it is requested that they be rewritten in conformity with the instructions given therein. Forms R-1 (final estimate) and R-2 (summary analysis sheet) should be submitted with the revised vouchers.

Will you also please advise as to the reason for adding ammonium sulphate to the estimate for FAP 133-C?

Our records of beginning and completion of work from telegraphic advice show the following dates:

Project	Began	Completed
133-A	May 18, 1937	October 6, 1937
133-C	May 18, 1937	October 6, 1937
133-D	June 4, 1937	October 11, 1937

The dates shown by Mr. Otten on the field estimates and used on the vouchers are as follows:

Project	Began	Completed
133-A	May 12, 1937	October 5, 1937
133-C	May 16, 1937	September 30, 1937
133-D	April 19, 1937	October 9, 1937

Will you please advise if the latter dates are correct?

Yours very truly,

Sgd. W. H. Lynch
District Engineer

133-D

RECEIVED
OCT 11 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 6, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 133-D, North Approach Alsea Bay Bridge, Oregon Coast Highway, ________, was made by a representative of this office on September 30, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Fro

RECEIVED
SEP 1 1937
FOR FILING

133-D

August 10, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of August 4, 1937, concerning the contingency item of "trench excavation" claimed for Project No. WPMH 133-D.

Please be advised that this item was necessary in construction of the riprap slope, which work was performed under Extra Work Order No. 1.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

RECEIVED
SEP 1 1937
FOR FILING
133-E

August 10, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of August 4, 1937, concerning the contingency item of "trench excavation" claimed for Project No. WPMH 133-D.

Please be advised that this item was necessary in construction of the riprap slope, which work was performed under Extra Work Order No. 1.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

RECEIVED [illegible] 1937 FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
AUG 5 - 1937
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 133-D

August 4, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the contingency item of trench excavation on the Waldport end of Oregon U.S. Works Program Highway project WPMH 133-D, Alsea Bay bridge approaches.

No explanation of the item was furnished, and we should be advised of the necessity for the work before we forward the voucher with our recommendation for payment.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Canfield

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. → Oregon FAP No. 133-D
No. Approach to Alsea Bay Bridge
on Oregon Coast Hwy.

July 6, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Fox

Hy. 31166

Form P. R. 2

State ....Oregon..............

Project No. ....133-D............

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

Memorandum of Agreement made this 20th day of April, 1937

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 21st day of April, 1932, a revised project statement, which was approved by the Secretary on the 13th day of May, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section D of said project which were recommended for approval by the United States District Engineer on the 3rd day of April, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of four hundred fifty and 00/100 dollars ($ 450.00) as the share of the United States payable under said act on account of Section D of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State under Chap. 175, laws 1917; Chap. 31, laws 1920. (Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1368+08 and survey station 1372+44.25, at the north end of the Alsea Bay Bridge, in the SW 1/4 of Sec. 18, T. 13 S., R. 11 W., W. M.,

, length .067 of a mile~~s~~, in Lincoln County,

being Section D of Oregon project No. 133, consisting of

.067 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span.

~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D of said project shall not in any event exceed the sum of four hundred fifty and 00/100 dollars ($ 450.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of seven hundred fifty and 00/100 dollars ($ 750.00), the approved total estimated cost of Section D of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: under Chap. 41, Laws 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 16th day of June, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 155-D State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 750.00 as the total estimated cost of said project, and the sum of $ 450.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 6th day of April

one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By H. K. Leavy
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE [illegible]

RECEIVED

RECEIVED
AUG 21 1937
FOR FILING
133-D

July 2, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of July 1, 1937, we are enclosing herewith four copies of Form Exp. 32 for Project No. WPMH 133-D, which copies were inadvertently overlooked when the final voucher was sent to you.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/HR

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

July 1, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of the final Federal Aid vouchers listed in your letter of June 29, together with the voucher for NRS 250-A, Vancouver Avenue extension, not listed in the letter.

We failed to find copies of form Emp. 32 for U.S.Works Program Highway project WPMH 133-D, approaches to Alsea Bay bridge, and assume they were overlooked. Will you please furnish five copies of the form as soon as convenient.

Very truly yours,

W. H. LYNCH
District Engineer

By A. F. Morris
A. F. Morris
Highway Engineer

RECEIVED
MAY 1 1937
FOR FILING
133-D

April 21, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the North Approach to Alsea Bay Bridge, F. A. Project No. 133-D.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

RECEIVED
APR 20 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 133-D
North Approach to Alsea Bay Bridge
on Oregon Coast Hwy.

April 14, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

[illegible]
APR 1[illegible] 1937
[illegible]

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

L J Caufield

By L. J. Caufield
Highway Engineer

RECEIVED FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

133-D

April 3, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to advise of our recommendation today for approval of Oregon Federal Aid Project 133-D, the North Approach to the Alsea Bay Bridge on the Oregon Coast Highway. You are hereby authorized to proceed with construction on a force account basis, subject to the condition that any changes in plans or specifications required by the Chief Engineer of the Bureau will be made.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Copy sent to
Otten, April 5th

RECEIVED
DEC 21 1936
FOR FILING

#1839

133-D

December 19, 1936

U. S. Fidelity & Guaranty Company
G. D. Eckles, Agent
Bedell Building
Portland, Oregon

Attention: M. K. Sprott

Gentlemen:

Reference is made to your letter of December 12, which is in reply to ours of December 10, concerning final payment to Saxton & Looney & J. S. Risley, contract No. 1839, approaches to Alsea Bay Bridge in Lincoln County.

It is true that we advised you in regard to final payment on November 20, and stated at that time that the total amount to be paid the contractors would be $28,463.80. However, since that time an adjustment was made and the total amount to be paid the contractors will be $28,360.55, instead of the above amount.

We intended to advise you of the change in amounts; however, we did not intend to send you our regular letter in regard to final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

#1839

December 10, 1936

U.S. Fidelity & Guaranty Company
G. B. Eckles, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1839 for the construction of the approaches to Alsea Bay Bridge on the Oregon Coast Highway in Lincoln County has been completed by the Contractors, Saxton & Looney & J. S. Risley, and that final settlement will be made by the State with said contractors for work done under this contract, on or after December 21, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information, we wish to advise that the total amount paid the above contractor in connection with this contract will be $28,360.55, including the final payment. Of this amount $698.86 was for force account.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

CE

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON

GAYLORD B. ECKLES
Manager

December 12, 1936.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: Re: #58002-12-366-36 - Saxton & Looney
and J. S. Risley

We have for acknowledgment your letter of December 10th advising that final settlement will be made with the above contractors in connection with Contract No. 1839 on or after December 21, 1936. However, we wish to call your attention to your letter of November 20th advising that final settlement in connection with this contract would be made on or after November 30th, 1936. Consent to such payment was given in our letter of November 21, 1936, which we presume you have on file in your office.

Yours very truly,

M K Sirott
Asst. Manager.

DW-

REFERRED TO
Miss Elliott
BY SECRETARY

Please see me

USF&G
FORTIETH
YEAR

Portland 104 5m 2-17-36

#1839

RECEIVED
NOV 20 1936
FOR FILING

133-D

November 20, 1936

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1839 for the construction of the Approaches to Alsea Bay Bridge on the Oregon Coast Highway in Lincoln County, has been completed by the contractors, Saxton & Looney and J. S. Risley, and that final settlement will be made by the State with said contractors for work done under said contract on or after November 30, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any Claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $28,463.80, including the final payment. Of this amount $896.86 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1839

×

133-B

October 16, 1936

United States Fidelity & Guaranty Company
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Saxton & Looney and J. S. Risley on Contract No. 1839 for the construction of the approaches to Alsea Bay Bridge on the Oregon Coast Highway in Lincoln County. This payment will be made on or after October 26, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

500 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
NOV 16 1936
FOR FILING
13

October 15, 1936

IN REPLY PLEASE REFER TO FILE NO.

21-1005

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

There is attached hereto an explanation of overruns and underruns on the Alsea Bay Bridge Approaches project. The final estimate is now in the process of checking.

Yours very truly,

F. D. EASON,
Division Engineer.

By

C. W. ROSS,
Office Engineer.

CWR:AM
cc R. H. Baldock
J. W. Nash ✓

#1839x

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON

GAYLORD B. ECKLES
Manager

133-8

1 1936

August 18, 1936

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: 58002-12-366-36 Saxton & Looney
and J. S. Risley

The above captioned bond covers contract for 0.36 miles grading and rock surfacing and furnishing crushed rock in stockpile--approaches to Alsea Bay Bridge on Oregon Coast Highway.

We attach hereto a form which we ask that you kindly complete and return to us in order that we may ascertain the present status of this contract. In the event the contract has been completed, we would like to know the total amount paid.

Your early attention to this matter will be appreciated.

Yours very truly

Manager

[illegible] 11–

FI
ENC

E – $26,475.95
R. – 1,901.40
Pd – $24,574.55

Portland 104 5m 2-17-36

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 10 1936
OREGON
STATE HIGHWAY C

IN YOUR REPLY PLEASE REFER TO FILE NO. No. 8

August 7, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of OREGON WPMH 133-D, Approaches to Alsea Bay Bridge, Oregon Coast Highway ______________, was made by a representative of this office on July 25, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. U. Caufield
Highway Engineer

dar

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

Stencil No. 124 **DISTRICT NO. 1**

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon WPMH 133-D

August 6, 1936

AUG [illegible] 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Iron

ER-A4pr- 3153

Form P. R. 2

U.S. Works Program Highway

State Oregon

Project No. WPMH 133-D

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 5th day of June, 1936 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Congress):

Whereas the Highway Department of said State submitted on the 21st day of April, 1936, a revised project statement, which was approved by the Secretary on the 13th day of May, 1936, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section D of said project which were recommended for approval by the United States District Engineer on the 28th day of February, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty thousand, three hundred fifty-eight and 12/100 dollars ($20358.12) as the share of the United States payable under said act on account of Section D of said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from funds appropriated under act approved April 8, 1935 (Public Res. No. 11, 74th Congress).
(Include date and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1368+90 in the SW 1/4 of Sec. 18, T. 13 S., R. 11 W., W.M., and survey station 1407+10 on Arrow Street at Hemlock Street in the town of Waldport (excepting therefrom Alsea Bridge between survey stations 1378+44.25 and 1403+82.5),

, length 0.212 of a mile~~s~~, in Lincoln County, being Section D of Oregon U.S.Works Prog.Hwy. project No. WPMH 133, consisting of 0.212 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span, known ~~of a mile in length.~~ locally as the Approaches to Alsea Bay Bridge on the Oregon Coast Highway between official control points Coos Bay and Hebo.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D of said project shall not in any event exceed the sum of twenty thousand, three hundred fifty-eight and 13/100 dollars ($20,358.13), certified to the Secretary of the Treasury as above mentioned, which [illegible]

[illegible] is xxx, the approved total estimated cost of Section D of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 21st day of July, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission.
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

S—5513

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as U.S.Works Prog.Hwy. Project No. WPMH 133-D, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 20,358.13 as the total estimated cost of said project, and the sum of $ 20,358.13 as the share of the United States, payable under said acts on account of such project, which [illegible] is [illegible] said total estimated cost.

Done at the city of Washington, this 21st day of July one thousand nine hundred and thirty-six

Secretary of Agriculture,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 — 8—

FORM FA-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

+

133-D

August 5, 1936.

IN REPLY PLEASE REFER TO FILE NO.

Mr. A. F. Barclay,
Box 186,
Waldport, Ore.

Dear Sir:

Replying to your letter of August 1st, regarding rock taken from your place by Saxton and Looney and used in rock walls on the North End of Alsea Bay Bridge, wish to advise that the matter of settlement should be taken up with the contractor. They may be reached through their Portland office, 324 Henry Bldg.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

NOTED
State Highway Engineer

Dictated by
Chas. E. Low
H.

CC to
R.H.Baldock ✓

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

133-B

July 30th, 1936.

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

Dear Sir:

Your concurrence in the extension of time limit has been requested on the following jobs:

Alsea Bay Bridge Approaches - Saxton & Looney Contractors. 133-B
Belon Island - Haskins & Brooks, Contractors 140-C

Rainier Section - Oregon Contracting Company & Theo. Arens. 173-[illegible]
Columbia Co. Line-Portland - Oregon Contracting Company & Theo. Arens. 171-a

Gold Lake Trail-Odell Lake - Dunn & Baker Contrs. 195-B

In a couple of cases the contract has been completed but final payment cannot be made until approved by the Commission and this is being held in obedience to the concurrance of the Bureau in the extension of time. May we have these at your early convenience in order to expedite final payment.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

Dictated by
Chas. E. Low
H.

By

H. G. Smith,
Construction Engineer.

CC to
R.H. Baldock ✓

#1839

FORM 2-A-1 10M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

X

133-X

OREGON STATE HIGHWAY COMMISSION

SALEM

July 29, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Office

Dear Sir:

All work on State Highway Contract No. 1839, with Saxton & Looney and J. S. Risley, for the grading and surfacing of the Approaches to the Alsea Bay Bridge on the Oregon Coast Highway in Lincoln County was completed July 11, 1936.

Acceptance of this project by the State Highway Commission is hereby recommended.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By S. H. Probert

S. H. Probert
Office Engineer

Dict. by C. A. Bonnett/GS

APPROVED BY HIGHWAY COMMISSION
DATE August 4, 1936
H. B. Glaisyer
Secretary

Form [illegible]—5M—11-35

133-9

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 11, 1936, 193

Section Alsea Bay Bridge Approaches

Kind of work Grading and Surfacing

Highway Coast

Section prefix 21-1005

Contractor Saxton , Looney and J.S. Risley

Contract number 1839

Date of contract March 13, 1936, 193

Date of completion June 30, 1936, 193

Date work started " 18, 1936, 193

Estimated date of completion July 13, 1936, 193

Amount of contract $ 25352.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 25352.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1325.00, 5.2 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Party worked one day on this pwoject setting line stakes for oiling crew.

Contractor finished getting out the oil rock and trimming and cleaning up job. Leveled up quarry floor. Dismantled plant at end of week.

Received letter from Salem requesting some fine rock to be put on the approach road for S.M. Dolan. This was done on Monday July 13th.

Job was completed July 11th.

RECEIVED
JUL [illegible] 1936

RECEIVED
JUL 21 [illegible]
DIVIS[illegible]R
[illegible] 2

Signed

Address Newport, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	TENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.36	0.36			
Miles partially completed					
Miles completed					
Total estimated quantities	20,000	5100			
Estimated quantities moved or placed to date	20,000	5100~~0~~			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1	1			
Hours per shift	8	8			
Average force on project for week	10	20			

Percentages of men employed on contract to be secured from:

County, ...%; County, ...%; County, ...%; County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Lincoln COUNTY	Clack. COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	22	1					23
Men and teams							
Men and trucks under 3 tons	5						5
Men and trucks over 3 tons							
Men and tractors							
en and shovel	2						2

Equipment used during week: Shovels 1, Power graders ......, Rollers ......, Mixers ......, Crushing or screening plants 1

Compressors ......, Bull Dozers ......, Sheet-foot rollers ......

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	cloudy		
Friday	rain		
Saturday	rain		

FORM B-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

133-D

July 9th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Attention: Mr. Davis.

NOTED
State Highway Engineer

Dear Sir:

Saxton & Looney are requesting an extension of time on Contract #1839, Alsea Bay Bridge Approaches for 15 days to July 15th, 1936. The contract anticipated the completion of the bridge by April 30th, but the contractor was not permitted to haul over the bridge until May 5th, and then the dedication celebration on May 8th, 9th and 10th caused him to suspend operations and lose nearly a week at that time.

Will you kindly concur in the extension of time without penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AH

cc to: R. H. Baldock

#1839

133-D

July 6, 1936

Saxton & Looney
& J. S. Risley,
324 Henry Building,
Portland, Oregon.

Dear Sirs:

Reference is made to your letter of June 27th requesting an extension of time to July 15th on your contract No. 1839 - Approaches to the Alsea Bay Bridge in Lincoln County.

You are advised that before your application can be accepted and acted upon by the Highway Commission it will be necessary to have the written consent of your surety on the bond furnished in connection with the contract. Please secure such consent of surety and forward it to this office to accompany your application.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

cc to F. D Mason.

FORM 5-B-1 500 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

July 3, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. B. Glaisyer.

Dear Sir:

Herewith a request from Saxton & Looney for an extension of time on Contract No. 1839, covering the construction of the Alsea Bay Bridge Approaches.

This contract provided for the expected completion of the bridge by April 30 and required the contractor to transport both fill materials and surface materials across the bridge to complete the south approach. The grading contractor, however, was not permitted to haul over the bridge for this required work on the south end until May 5. He made every effort to and did complete his work to a point where the dedication celebration could be conducted as per schedule on May 8, 9 and 10. He was then compelled to discontinue his operations during the celebration period.

These required delays, for which he was in no way responsible, justify the extension of time requested for the completion of the contract. I recommend an extension of 15 days, to July 15, 1936.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock

FORM 8-B-1 1M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

123-

June 24, 1936.

IN REPLY PLEASE REFER TO FILE NO. 21-1005

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Mr. Saxton, of Saxton and Looney, has written to this office making a claim for additional compensation for the construction of cement rubble masonry walls on the Waldport bridge approaches contract. The contractor's bid price was $14.00 per cubic yard, and it was provided that suitable rock could be obtained from several main sources, among them the Seal Rock quarry, which was to be used for their crusher operation. There is evidently considerable rock suitable for rubble masonry walls from the Seal Rock location, and Mr. Saxton selected and hauled a quantity of this rock to the wall site for this purpose with the resident engineer's approval.

The plans for the wall were drawn by Mr. Otten, of the Landscape Department, and the special provisions referred to the standard provisions for rubble masonry walls. It also mentioned that the wall was to be constructed in accordance with the plans. Nothing was said, however, in the plans, about any special construction different from the ordinary cement rubble wall, and particularly nothing was said about the color of the stone to be used.

The rock from the Seal Rock quarry is a black basalt. Such of this rock as Mr. Saxton delivered on the job for the wall construction work was condemned because of this color, and someone other than the resident engineer ordered Mr. Saxton to remove it from the work. Mr. Otten subsequently saw the rock and agreed that it could be used in the base of the wall. Rock of suitable color and satisfactory to Mr. Otten was then secured from a sandstone quarry, which was also mentioned and approved as a source in the special provisions.

Because of the special construction of this wall, in order to make it satisfactory and in keeping with the bridge, and the extra work necessitated in the selecting and shaping of the stones, it has increased the cost of the work considerably over what would have been ordinarily expected in a cement rubble wall. Mr. Saxton claims he has been much

State Highway Engineer

confused by the varying instructions which he has received for this construction work. He claims the cost of the wall as now required is approximately $25.00 per cubic yard. He says he has no desire to make a profit on the wall, but is insistent that consideration be given for his claim of the actual cost thereof. The wall as being constructed is very satisfactory and meets the approval of Mr. Otten.

Mr. Clymer has made an investigation and an analysis of the cost of this construction work, which to date averages $21.73 per cubic yard. There is approximately 70 cubic yards involved. I believe we could settle with Mr. Saxton on a price of $20.00 per cubic yard, or possibly less. At your convenience, we should ask Mr. Saxton to come in to Salem for a conference on this matter and arrange a settlement.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock ✓
Geo. H. Otten

June 10, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Alsea Bay Bridge Approaches, Project No. WPMH 133-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

FORM 2-B-1 500 4-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

June 4, 1936

IN REPLY PLEASE REFER TO FILE NO.

21-1005

Saxton & Looney and J. S. Risley,
Contractors,
324 Henry Building,
Portland, Oregon.

NOTED
State Highway Engineer

Gentlemen:

We are returning herewith, approved, a copy of your subcontract with Wayne M. Woodward and L. E. Barklow for sprinkling on the Alsea Bay Bridge Approaches project, Contract No. 1839. You may proceed with the work under the provisions of this agreement at once.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock
H. G. Smith
B. O. Johnson

FORM 5-K-1 1500 3-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

133-5

May 29, 1936

Mr. W. E. Chandler,
Office.

NOTED
State Highway Engineer

Dear Sir:

I am returning with my approval as to form the subcontract in which Saxton & Looney and J. S. Risley are principals and Wayne M. Woodward and L. E. Barklow, are the subcontractors.

I have approved this as to form only and am leaving the matter of engineering unit prices, qualifications of subcontractors and other matters to the engineering staff.

Yours very truly,

J. M. DEVERS

JMD:PW
Inc.

cc R. H. Baldock
H. G. Smith

FORM 8-8-1 500 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

May 29, 1936

IN REPLY PLEASE REFER TO FILE NO. 21-1005

Mr. V. L. Goodnight,
Acting District Maintenance Superintendent,
Oregon State Highway Department,
Corvallis, Oregon.

NOTED
State Highway Engineer

Dear Sir:

You recently received an approved Order for State Force Work on Contract Projects covering the oiling of the Alsea Bay Bridge Approaches at Waldport in the amount of $3,000.00. We are advised by the Maintenance Department that an oiling crew under E. M. Nash, foreman, is working north up the coast in Mr. Collier's division and is scheduled to be available in the vicinity of Waldport about the 20th of June. This date is about the time the contractor will have completed the surfacing and oil rock production for the approaches.

You will please place this job on your schedule for that date and keep in touch with the crew to the end that you will be in readiness to do this oiling work as soon as the oil crew is available.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock ✓
J. N. Bishop
H. G. Smith
E. A. Collier

FORM S-8-1 500 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

133-E

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

May 28, 1936

IN REPLY PLEASE REFER TO FILE NO.

21-1005

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED

Attention: Mr. J. M. Devers.

Dear Sir:

There is attached hereto a copy of a proposed subcontract between Saxton & Looney and J. S. Risley, parties of the first part, and Wayne M. Woodward and L. E. Barklow, parties of the second part, for sprinkling on the Alsea Bay Bridge Approaches project, Contract No. 1839. Subcontracts on this section are still within the amounts permissible by the Federal Government.

May we have your approval as to form?

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock
H. G. Smith

FORM 8-K-1 1500 2-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

133-E

May 28, 1936

Mr. W. E. Chandler,

Office.

Dear Sir:

I am returning the executed subcontract in which Saxton & Looney and J. S. Risley are named as the principals and B. L. Hathaway is named as the subcontractor, involving a portion of the work covered by contract No. 1839 awarded March 12, 1936, to the above named principals.

I have approved this subcontract as to form only, and have not attempted to pass upon the qualifications of the subcontractor, the engineering details of the subcontract, or other matters.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:PW

cc R. H. Baldock
H. G. Smith
J. N. Bishop

NOTED
State Highway Engineer

FORM S-B-1 500 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

133-D

May 27, 1936

IN REPLY PLEASE
REFER TO FILE NO.
21-1005

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. J. M. Devers.

Dear Sir:

We are attaching hereto a copy of a proposed subcontract agreement between Saxton & Looney and J. S. Risley, parties of the first part, and E. L. Hathaway, party of the second part, for hauling the rock surfacing for the Alsea Bridge Approaches project, Contract No. 1839. This subcontract is well within the 20 per cent allowance for subcontracts. May we have your approval.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock
H. G. Smith

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

RECEIVED
MAY 26 1936
OREGON
STATE HIGHWAY

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. WPMH 133-D

May 25, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Lan

133-B

May 4, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Approaches to Alsea Bay Bridge, Project No. WPMH 133-D.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Works Program
Project No. WPMH 133-D

APPROACHES TO ALSEA BAY BRIDGE ON THE
OREGON COAST HIGHWAY IN LINCOLN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 16, 1936

32' Roadway (Sta. 1365+50 to 1372+44.25)

All Required		Clearing and Grubbing		$ 485.32
70	cu. yds.	Trench Excavation	$1.00	70.00
18,400	cu. yds.	Excavation, Single Classification	0.285	5,244.00
50	yd. stas.	Overhaul	0.02	1.00
20,000	yd. mi.	Truck Haul	0.13	2,600.00
0.13	mile	Finishing Roadbed and Slopes	300.00	39.00
240	lin. ft.	12" Concrete Pipe	1.20	288.00
50	lin. ft.	18" Concrete Pipe	2.25	112.50
1	only	Concrete Catch Basin	30.00	30.00
240	lin. ft.	Concrete Curb	0.90	216.00
15	sq. yds.	Concrete Sidewalk	2.00	30.00
70	cu. yds.	Cement Rubble Masonry	14.00	980.00
1,100	cu. yds.	4½" - 2½" Crushed Rock in Surfacing	1.90	2,090.00
650	cu. yds.	3/4" - 1/4" Crushed Rock in Surfacing	1.90	1,235.00
200	cu. yds.	1/4" - 0" Crushed Rock in Surfacing	1.90	380.00
50	cu. yds.	½" - 0" Screenings in Parking Area	2.00	100.00
40	cu. yds.	Filler	0.40	16.00
40	yd. mi.	Hauling Filler	0.20	8.00
20	M-Gals.	Sprinkling	2.00	40.00
			Subtotal	$13,964.82
			10% Engr. & Cont.	1,396.48
			Total	$15,361.30

Length	0.131 mile
Cost per Mile	$117,261.83

50' Roadway (Sta. 1402+82.5 to 1407+10.0)

All Required		Clearing and Grubbing		$ 300.08
1,100	cu. yds.	Excavation, Single Classification	$0.285	313.50
50	yd. stas.	Overhaul	0.02	1.00
500	yd. mi.	Truck Haul	0.13	65.00

0.08	mile	Finishing Roadbed and Slopes	$300.00	$ 24.00
800	cu. yds.	4½" - 2½" Crushed Rock in Surfacing	1.90	1,520.00
550	cu. yds.	3/4" - 1/4" Crushed Rock in Surfacing	1.90	1,045.00
150	cu. yds.	½" - 0" Crushed Rock in Surfacing	1.90	285.00
50	cu. yds.	½" - 0" Screenings on Parking Area	2.00	100.00
40	cu. yds.	Filler	0.40	16.00
40	yd. mi.	Hauling Filler	0.20	8.00
20	M-Gals.	Sprinkling	2.00	40.00
		Subtotal		$3,717.58
		10% Engr. & Cont.		371.75
		Total		$4,089.33

Length 0.081 mile
Cost per Mile $50,485.55

Roadside Improvement (Sta. 1365+50 to 1372+44.25)

550	cu. yds.	Placing Top Soil Cover	$1.50	$ 825.00
		Subtotal		$ 825.00
		10% Engr. & Cont.		82.50
		Total		$ 907.50

Length 0.131 mile
Cost per Mile $6,927.48

WPMR Funds Requested, - 32' Roadway- - - - - - - - - - - - - - $15,361.30
50' Roadway- - - - - - - - - - - - - - 4,089.33
Roadside Improvement - - - - - - - - - 907.50
$20,358.13

	32' Roadway	50' Roadway	Roadside Improvement
Estimated Labor Required	10,000 man-hrs.	3,000 man-hrs.	100 man-hrs.
Cost of Labor	$6,500	$2,000	$70
Cost of Materials	$ 600	$ - -	$- -

State Funds for Constrt Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maint: Chap. 41, laws 1927

133-D

April 20, 1936

Saxton & Looney & J. S. Risley,
324 Henry Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 1839 which was awarded to you on March 13, 1936 for the construction of the Alsea Bay bridge approaches on the Oregon Coast Highway, in Lincoln County.

This copy of the contract is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MC

133-2

April 9, 1936

Mr. C. B. Eckles, Manager,
United States Fidelity & Guaranty Company,
1112 Bedell Building,
Portland, Oregon.

Attention: M. K. Sprott, Asst. Manager.

Dear Sir:

Reference is made to your letter of April 8th concerning Saxton & Looney and J. S. Risley Contract No. 1839 - Approaches to Alsea Bay Bridge in Lincoln County.

It is noted that in making up this particular set of contracts that part of the agreement which is page No. 125 was blank. We regret that this happened and are handing you herewith another copy which is complete.

Will you kindly have this copy properly executed by yourselves and the above contractors and return it to this office to replace the other copy. If you can get this copy back at an early date we can have it executed by the Highway Commission at the same time the other three copies of this contract are executed which will probably be April 16th.

Very truly yours,

Secretary.

Dict. by J. McFarland.

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON

GAYLORD B. ECKLES
Manager

RECEIVED
APR 9 1936

April 8th, 1936.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We are sending you today by express four copies of State Highway Contract No. 1839, which was recently awarded to Saxton & Looney and J. S. Risley, of this city, covering 0.36 mile grading and rock surfacing; also the furnishing of crushed rock in stockpile - approaches to Alsea Bay Bridge on the Oregon Coast Highway, Lincoln County, Oregon, having executed the bond in connection therewith.

Yours very truly,

M K Sprott
Asst. Manager.

DW-

P. S. We call your attention to Page 125 of the set that we have check-marked. You will note that it is a blank page, instead of being the second page of the contract agreement.

[illegible]

[illegible]

U S F & G
FORTIETH YEAR

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

March 13, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U. S. Works Program Highway project WPMH 133-D, Approaches to Alsea Bay Bridge on the Oregon Coast Highway, to Saxton & Looney & J. S. Risley, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Teo

133-8

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 27 1936
OREGON

February 26, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon WPMH 133-D, the approaches to Alsea Bay Bridge, Oregon Coast Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Copies of the usual town resolution should be forwarded with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer
By T M Davis
T. M. Davis
Highway Engineer

133-D

February 21, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Approaches to Alsea Bay Bridge, Project No. WPMH 133-D.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

Oregon State Highway Department

Works Progress Project
No. WPHM 133-D

APPROACHES TO ALSEA BAY BRIDGE ON THE
OREGON COAST HIGHWAY IN LINCOLN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 21, 1936

32' Roadway (Sta. 1365+50 to 1372+44.25)

All Required		Clearing and Grubbing		$ 400.00
70	cu. yds.	Trench Excavation	$ 1.00	70.00
18,400	cu. yds.	Excavation, Single Classif.	0.30	5,520.00
50	yd. sta.	Overhaul	0.03	15.00
20,000	yd. mi.	Truck Haul	0.15	3,000.00
0.13	mile	Finishing Roadbed and Slopes	200.00	26.00
240	lin. ft.	12" Concrete Pipe	1.50	360.00
50	lin. ft.	18" Concrete Pipe	2.50	125.00
1	only	Concrete Catch Basin	30.00	30.00
240	lin. ft.	Concrete Curb	0.80	192.00
15	sq. yds.	Concrete Sidewalk	2.00	30.00
70	cu. yds.	Concrete Rubble Masonry	12.00	840.00
1,100	cu. yds.	4½" - 2½" Crushed Rock in Surfacing	2.25	2,475.00
650	cu. yds.	¾" - ¼" Crushed Rock in Surfacing	2.75	1,787.50
200	cu. yds.	¼" - 0" Crushed Rock in Surfacing	2.75	550.00
50	cu. yds.	⅜" - 0" Screenings in Parking Area	2.75	137.50
40	cu. yds.	Filler	0.50	20.00
40	yd. mi.	Hauling Filler	0.20	8.00
20	M-Gal.	Sprinkling	2.00	40.00
			Subtotal	$ 15,626.00
			10% Engr. & Cont.	1,562.60
			Total	$ 17,188.60

Length 0.131 mile
Cost per mile $131,210.68

50' Roadway (Sta. 1402+82.5 to 1407+10.2)

All Required		Clearing and Grubbing		$ 300.00
1,100	cu. yds.	Excavation, Single Classif.	$ 0.30	330.00
50	yd. sta.	Overhaul	0.03	15.00
500	yd. mi.	Truck Haul	0.15	75.00
.08	mile	Finishing Roadbed and Slopes	200.00	16.00

800	cu. yds.	4½" - 2½" Crushed Rock in Surfacing	$ 2.25	$ 1,800.00
550	cu. yds.	¾" - ¼" Crushed Rock in Surfacing	2.75	1,512.50
150	cu. yds.	¼" - 0" Crushed Rock in Surfacing	2.75	412.50
50	cu. yds.	¼" - 0" Screenings on Parking Area	2.75	137.50
40	cu. yds.	Filler	0.50	20.00
40	yd. mi.	Hauling Filler	0.20	8.00
20	M-Gal.	Sprinkling	2.00	40.00
		Subtotal		$ 4,666.50
		10% Engr. & Cont.		466.65
		Total		$ 5,133.15

Length	0.081 mile
Cost per mile	$ 63,372.22

Roadside Improvement (Sta. 1365+50 to 1372+44.25)

550	cu. yds.	Placing Top Soil Cover	$ 0.50	$ 275.00
		Subtotal		$ 275.00
		10% Engr. & Cont.		27.50
		Total		$ 302.50

Length	0.081 mile
Cost per mile	$ 3,734.56

WPRM Funds Requested:

32' Roadway	$ 17,188.60
50' Roadway	5,133.15
Roadside Improvement	302.50
	$ 22,624.25

	32' Roadway	50' Roadway	Roadside Improvement
Estimated Labor Required	10,000 man-hours	3,000 man-hours	100 man-hours
Cost of Labor	$ 6,500	$ 2,000	$ 70
Cost of Materials	$ 600	- -	-

FORM 5-D-1 23490 500 8-35

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

133

October 28, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. G. S. Paxson.

NOTED
State Highway Engineer

Dear Sir:

I note that Mr. Van Scoy reports that the excavation on the north approach to the Alsea Bridge is completed. The final cost seems to be $414.50.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

WEC:AM
cc R. H. Baldock ✓

CONTRACT# [redacted] 1840

NRH 181-F Bear Cr.-Bare Mtn. Summit 1936
Sec., Wolf Cr. Hwy.

1840

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 21 1938
FOR FILING

October 18, 1938.

MH. XI-7

Mr. F. D. Eason,
Division Engineer,
Salem, Ore.

NOTED
ate Highway Engineer

Dear Sir:

We have no record of receiving constructed line map for the Bear Creek-Bars Mt. Summit Section of the Wolf Creek Highway.

In order that our records might be complete will you please have this constructed line map submitted at your early convenience.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R.H. Baldock ✓

RECEIVED
JUN 15 1938
FOR FILING

RECEIVED
1938
[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon NRH 181-F
Bear Creek-Bare Mountain section
Wolf Creek Highway

181-7

June 13, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Jun

Appr. 28737

Section F
Oregon U. S. Public Works Highway Project No. NRH 181

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on June 12, 1936 by the Oregon State Highway Commission, and on July 30, 1936 by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section F of Oregon U. S. Public Works Highway Project No. NRH 181; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the estimate approved for said Section F to provide for an increase in the amount of Federal funds approved and set aside, and has requested that the Federal funds approved and set aside to the credit of said Section F be increased from $53,641.92 to $58,465.85:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section F be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of fifty-eight thousand, four hundred sixty-five and 85/100 dollars ($58,465.85) as the share of the United States payable under said act on account of Section F of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section F of said project shall not in any event exceed the sum of fifty-eight thousand, four hundred sixty-five and 85/100 dollars ($58,465.85), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred twenty-one thousand, fifty-five and 00/100 dollars ($121,055.00), the approved total estimated cost of Section F of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreement will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 28th day of April, 1938, and the Secretary of Agriculture on the 27th day of May, 1938.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By E. B. Aldrich
Member, State Highway Commission

By F. L. Devereaux
Member, State Highway Commission

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

Section F, Oregon U. S. Public Works Highway Project No. NRH 181.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works Highway Project No. NRH 181-F State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 121,055.00 in lieu of the $53,641.92 approved by the Certificate of July 30, 1936, as the total estimated cost of said project, and the sum of $ 58,465.85 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 27th day of May one thousand nine hundred and thirty-eight

Secretary of Agriculture,

By H.J.O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4829

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon NRH 181-F
Bear Creek-Bare Mountain section
Wolfe Creek Highway

April 19, 1938

181-7

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, ~~together with approved copy of specifications~~.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Jm

181-F

March 18, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for modified agreement for the Bear Creek-Bare Mountain Section, Project No. NRH 181-F.

According to our records, taking into consideration the final vouchers on other projects recently submitted, there is now an unobligated balance of $4,823.93 in the NRH Program, and it is our desire to increase the Government's share on Project No. NRH 181-F by this amount. This procedure will close out the NRH Program.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Public Works
Project No. NRH 181-F

BEAR CREEK-BARE MOUNTAIN SECTION
OF THE WOLFE CREEK HIGHWAY IN CLATSOP
AND TILLAMOOK COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 18, 1938

All Required		Clearing and Grubbing		$ 36,000.00
800	sq. ft.	Falling Danger Trees	$0.50	400.00
300	cu. yds.	Trench Excavation	1.00	300.00
98,000	cu. yds.	Common Excavation	0.36	35,280.00
56,000	cu. yds.	Solid Rock Excavation	0.36	20,160.00
256,000	yd. sta.	Overhaul	0.02	5,120.00
18,000	yd. mi.	Truck Haul	0.20	3,600.00
2.17	miles	Finishing Roadbed and Slopes	500.00	1,085.00
11,000	lin. ft.	Rounding Cutbanks	0.12	1,320.00
1,000	lin. ft.	6" Porous Drain Tile	0.50	500.00
100	lin. ft.	12" Perforated Corrugated Iron Pipe	1.50	150.00
430	lin. ft.	18" Corrugated Iron Pipe, Protected Invert	2.00	860.00
300	lin. ft.	24" Corrugated Iron Pipe, Protected Invert	3.00	900.00
600	lin. ft.	18" Concrete Pipe	2.50	1,500.00
200	lin. ft.	24" Concrete Pipe	3.25	650.00
80	cu. yds.	Rock Backfill in Drains	2.50	200.00
50	cu. yds.	Class "B" Concrete	30.00	1,500.00
7,500	lbs.	Metal Reinforcement	0.07	525.00
			Subtotal	$110,050.00
			10% Engr. & Cont.	11,005.00
			Total	$121,055.00

Length	2.167 miles
Cost per mile	$55,862.94

NRH Funds Requested- -	$ 58,465.85
State Funds Available- -	62,589.15
	$121,055.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
FEB 17 1937
FOR FILING

121-7

February 16, 1937

Mr. J. A. Lyons
3505 N. E. Halsey Street
Portland, Oregon

Dear Sir:

Responding to your communication of January 23, relating to the semi-final estimate for the grading of the Bear Creek-Bare Mountain Section of the Wolf Creek Highway, and with special reference to a special provision on page 24: "Excavation for inlet and outlet ditches for culverts, siphons, pipe drains and tile drains, the lengths of which do not exceed fifty feet shall be classified as 'Trench Excavation'", advise that this specification has been in effect for some time. It is perfectly clear and has been so interpreted throughout the various jobs. In fact there is no other interpretation possible.

We formerly lumped all the excavation in one classification. At the request of the Contractors' Association, we differentiated with respect to trench excavation. While we might give consideration to slightly changing this specification for future contracts, we cannot change the intent of past contracts. They have all been settled on the basis of the specification above noted. In consequence, I cannot recommend any adjustment on your contract, inasmuch as the specification is clear and plain.

Very truly yours,

State Highway Engineer

RHB:HI

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

January 26th, 1937

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

The final estimate on the Bear Creek-Bare Mt. Section of the Wolf Creek Highway, J. A. Lyons, Contractor, has been correctly submitted respecting trench excavation according to the instructions issued by Mr. Probert to J. W. McCallister who is responsible for checking final estimates.

Our specifications state "excavation for inlet and outlet ditches for culverts, siphons, pipe drains and tile drains, the lengths of which do not exceed 50 feet, shall be paid for as trench excavation", and any longer ditches shall be paid by bid prices for the respective classification. This specification has been in effect for some time. It is perfectly clear and has been so interpreted throughout the various jobs. In fact, there is no other interpretation possible.

Mr. Lyons' contention that such interpretation is illogical is probably correct, but it is one of the minof items of the contract and one on which the contractor can fully protect himself in the bidding. He should, therefore, be advised that his final estimate has been correctly submitted to him and that no other interpretation of the specifications can be made.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

REFERRED TO
Mr. Smith
to State Highway Engineer

Please advise me.

J. A. LYONS
CONTRACTOR
ROAD CONSTRUCTION AND EXCAVATING
TELEPHONE TRINITY 2841

3305 N. E. HALSEY ST.
PORTLAND, OREGON.

January 23,1937.

gineer,
ighway Commission,

receipt of semi-final estimate for the
Bear Creek-Bare Mountain Section of the
way and wish to call your attention to two
contend should be corrected.

24 of the Special Provisions of our contract,
at "Excavation for inlet and outlet ditches
phons,pipe drains and tile drains,the lengths
of which do not exceed fifty feet" shall be classified as "Trench Excavation". It is our contention that this clause should be interpreted to allow excavation for ditches up to fifty feet to be classified as "Trench Excavation",the balance, if the trench exceeds fifty feet,to be considered as "Common Excavation". Further,we believe that this interpretation was intended by your office. To illustrate briefly,we believe that it was not intended that we should be allowed only "Common Excavation" for a trench 51 feet long and yet be allowed "Trench Excavation" for a trench 49 feet long.

In our semi-final estimate,at Stations 1118 plus 37 and 1172 plus 29.5,it appears that we were allowed only "Common Excavation" for excavation of inlet and outlet ditches because of the fact that the length of these ditches exceed fifty feet. Obviously there is a considerable differance in the classification made and the one expected.

We request that proper adjustment be made on our final estimate.

Very truly yours,

J A Lyons

JAN 25 1937
STATE HIGHWAY COMMISSION

J. A. LYONS
CONTRACTOR
ROAD CONSTRUCTION AND EXCAVATING
TELEPHONE TRINITY 2841

3305 N. E. HALSEY ST.
PORTLAND, OREGON.

January 23,1937.

R.H.Baldock,Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

We are in receipt of semi-final estimate for the grading of the Bear Creek-Bare Mountain Section of the Wolf Creek Highway and wish to call your attention to two items which we contend should be corrected.

On page 24 of the Special Provisions of our contract, it is stated that "Excavation for inlet and outlet ditches for culverts,siphons,pipe drains and tile drains,the lengths of which do not exceed fifty feet" shall be classified as "Trench Excavation". It is our contention that this clause should be interpreted to allow excavation for ditches up to fifty feet to be classified as "Trench Excavation",the balance, if the trench exceeds fifty feet,to be considered as "Common Excavation". Further,we believe that this interpretation was intended by your office. To illustrate briefly,we believe that it was not intended that we should be allowed only "Common Excavation" for a trench 51 feet long and yet be allowed "Trench Excavation" for a trench 49 feet long.

In our semi-final estimate,at Stations 1118 plus 37 and 1172 plus 29.5,it appears that we were allowed only "Common Excavation" for excavation of inlet and outlet ditches because of the fact that the length of these ditches exceed fifty feet. Obviously there is a considerable differance in the classification made and the one expected.

We request that proper adjustment be made on our final estimate.

Very truly yours,

J A Lyons

JAN 25 1937
S[illegible]ION

RECEIVED
FEB 13 1937
FOR FILING

181-7

#1840

February 12, 1937

American Surety Company of New York,
W. A. King, Agent,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1840 for the construction of the Bear Creek-Bare Mountain Section of the Wolf Creek Highway in Clatsop and Tillamook Counties has been completed by the contractor, J. A. Lyons, and that final settlement will be made by the State with said contractor for work done under said contract on or after February 22, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be 113,986.28, including the final payment. Of this amount $507.92 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
[illegible]
181-7

Baldock ✓ Jan. 15, 1936

COST ANALYSIS FINAL REPORT
Wolf Creek Highway, Bear Creek-Bare Mountain Section
J. A. Lyons, Contractor
Lowell Johnston, Resident Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Earned
Clearing & Grubbing	$ 31,520.00	40	acres	788.00	900.00	$ 36,000.00
Felling Danger Trees	725.85	1,451.7	sq. ft.	0.50	0.50	725.85
Trench Excavation	581.55	855.2	cu. yd.	0.68	1.00	855.20
Common "	14,575.00	117,268.6	cu. yd.	0.124	0.36	42,216.70
Solid Rock Excavation	17,114.00	45,224.3	cu. yd.	0.38	0.36	16,280.75
Overhaul	3,619.10	241,273	yd. sta.	0.015	0.02	4,825.46
Truck Haul	3,905.20	24,398	yd. mi.	0.16	0.20	4,879.60
Finish Roadbed & Slopes	646.10	2.17	Miles	297.75	500.00	1,085.00
Rounding Cutbanks	825.52	10,319	lin. ft.	0.08	0.12	1,238.28
12" Perf. Corr. Iron Pipe	141.50	108	lin. ft.	1.31	1.50	162.00
18" Corr. Iron Pipe P.I.	951.60	488	lin. ft.	1.95	2.00	976.00
24" " " " " "	561.60	180	lin. ft.	3.12	3.00	540.00
18" Concrete Pipe	1,036.28	513	lin. ft.	2.02	2.50	1,282.50
24" " "	601.90	198	lin. ft.	3.04	3.25	643.50
Rock Backfill in Drains	72.15	39	cu. yd.	1.85	2.50	97.50
48" Corr. Iron Pipe PA #1	770.00	100	lin. ft.	7.70	11.90	1,190.00
Extra Clearing & Grubbing PA #2	346.75	0.44	acre	788.00	900.00	396.00
Force Account, Order #1	47.76					47.76
" " " #2	460.16					460.16
						$ 113,902.26
Mess House & Lodging	10,340.20	7,496	man days	1.38	1.00	7,496.31
TOTAL	$ 88,842.22					$ 121,398.58

NOTED
State Highway Engineer

Gross Revenue	$ 121,398.58
Total Cost	88,842.22
Net Profit	$ 32,556.36

Net Profit Equals 26.8% of Gross Earned

Detail of Cost

Labor:

Supervision (Frank Lyons 6 Mo. at $200.00)	$1,200.00	
" (Superintendent & Bookkeeper)	2,249.25	
Labor	34,593.62	
Cooks and Flunkies	3,284.74	
State Industrial Accident Insurance	1,898.11	
Unemployment Insurance	321.88	
		$ 43,547.60

Material:

12" Corr. Iron Pipe Perf.	108 lin. ft. at 1.02	110.16	
12" " " " Bands	4 each at 1.20	4.80	
18" " " "	488 lin. ft. at 1.47	717.36	
18" " " " "	18 each at 2.03	36.54	
24" " " "	180 lin. ft. at 2.30	414.00	
24" " " " "	7 each at 2.53	17.71	
48" " " "	100 lin. ft. at 5.59	559.00	
48" " " " "	3 each at 4.96	14.88	
18" Concrete Pipe	513 lin. ft. at 1.76	902.88	
24" Concrete Pipe	198 lin. ft. at 2.28	451.44	
			3,228.77

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental	13,975.00	
Gas, Oil & Grease	4,157.43	
Explosives	6,236.39	
Freight & Cartage	1,074.80	
Cookhouse & Commissary Supplies	7,498.10	
Lumber & Supplies for Camp	1,079.48	
Small Tools, Supplies & Misc.	4,199.13	
Horse Hire and Horse Feed	495.02	
Bond and Insurance	1,100.50	
Home Office Expense	2,250.00	
		42,065.85
Cost Grand Total		$ 88,842.22

Jan. 16, 1937

Cost Analysis Final Report

Contract 1840

REMARKS:

This contract was bid March 13, 1936. Clearing was started April 13th, but excavation was not started until July 7th; the job was completed Oct. 31, 1936. Good weather prevailed throughout the duration of the job, and excellent progress was made.

The job was situated in an isolated location in mountainous country accessible only by a CCC road which lead in from West Timber a distance of 9 miles. The contractor improved this road at a cost of about $500.00, so that equipment and supplies could be brought in. A camp large enough to accommodate about 70 men was constructed.

Clearing and grubbing was through heavy timber, part of which had been partly burned over by forest fire. The trees, fir, spruce and hemlock, were thick and varied in size from about 3 feet to 6 feet in diameter. The trees were felled, bucked into lengths that could be handled, and then piled and burned. Large logs were drilled and then split with explosives to facilitate burning. Four horses and a 40 H.P. diesel cat equipped with double drums were used to help pile the logs. About 16 tons of explosives were used to blow the stumps and split the large logs. About 41 acres were cleared, and about 14 acres were grubbed, at an average cost of about $788.00 per acre.

Most of the common excavation was done with two 95 diesel cats and two 12 cu. yd. scrapers. Grading was not started until July 7th, so that the soil was dry enough to excavate easily with scrapers. The dry season lasted until late fall, so that the job was completed before the rainy season started. New and modern equipment with dry weather resulted in a very low cost for common and solid excavation.

An Austin Western 12 yard scraper and a LeTourneau 12 cu. yd. scraper worked side by side on this job. The LeTourneau proved to be more satisfactory. The contractor kept the LeTourneau and returned the Austin Western to the dealer.

Solid excavation, consisting of shale, basalt and a blue rock that slacked when exposed to the air. The blue rock broke large and was hard to handle, but the shale and basalt which constituted the largest part of the solid broke up fine. About 8,000 cu. yds. was spread for topping. Only 16,200 pounds of explosives were used to blast the 45,200 cu. yds. of solid which was excavated. As it was only necessary to shake a large part of the solid lightly. The cost of drilling and blasting was about $0.145 per cu. yd. A well drill was used to drill the blue rock formation. The solid was moved with a 1½ cu. yd. Lima shovel and five trucks, which made fine progress. About 45,200 cu. yds. were moved in 510 hours shovel operating time, an average of about 90 cu. yds. per hr.

The job was rushed with one 8-hr. shift per day on clearing and 3-7 hr. shifts per day on excavation. One shovel and two scrapers moved 162,000 cu. yds. of excavation in 3½ months.

Solid and common excavation were bid at the same price, $0.36 per cu. yd. There were 11,000 cu. yds. less solid and 19,000 cu. yds. more of common than was originally estimated. The contractor gained about $4,000.00 by unbalancing his bid.

E. H. Clymer
Cost Analyst

#1840

RECEIVED
DEC 29 1936
FILING

181-7

December 28, 1936

American Surety Company of New York,
W. A. King, Agent,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to J. A. Lyons on Contract No. 1840 for the construction of the Bear Creek-Bare Mountain Summit Section of the Wolf Creek Highway in Clatsop and Tillamook Counties. This payment will be made on or after January 8, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 335—5M—7-36

1817

[illegible]GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec.19, 1936

Section Bear Creek - Bare Mt.

Kind of work Grading

Highway Wolf Creek

Section prefix 4-1010

Contractor J.A.Lyons

Contract number 1840

Date of contract March 17, 1936

Date of completion Nov.30, 1936

Date work started April 13, 1936

Estimated date of completion Oct.31, 1936

Amount of contract $110,050.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $113,902.26

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $4059.50, 3.7 %

Date project was completed ......, 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi final estimate completed and sent in on Saturday, Dec. 19, 1936.

NOTED
H. W. LIBBY

NOTED
H. G. SMITH

Signed Lowell Johnston

Address Timber, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

NTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.17				
Miles partially completed					
Miles completed	2.17				
Total estimated quantities	162,492.9				
Estimated quantities moved or placed to date	162,492.9				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	Cloudy		

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

181 F

December 9, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon USPW Proj. No. NRH 181-F, Bear Creek-Bare Mountain Sec., Wolf Creek Highway, was made by a representative of this office on November 25, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Jm

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon NRH 181-F

August 6, 1936

RECEIVED
AUG 7 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________ project agreement and certificate for the above numbered project.

Very truly yours,

W. E. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Nor

Appr 28737

Form P. R. 2

State Oregon

U. S. Public Works Highway Project No. NRH 181, Sec. F

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 12th day of June, 1936

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.), approved June 16, 1933.

Whereas the Highway Department of said State submitted on the 9th day of September, 1932, a project statement, which was approved by the Secretary on the 5th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section F of said project which were recommended for approval by the United States District Engineer on the 26th day of February, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty-three thousand, six hundred forty-one and 92/100 dollars ($53,641.92) as the share of the United States payable under said act on account of Section F of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

[illegible]

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds apportioned under the act of June 16, 1933 (Public No. 67, 73rd Cong.) and any part thereof not provided from such funds shall be met from State funds available under Chap. 175, laws 1917 and Chap. 31, laws 1920.

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1089+00 in the NE$\frac{1}{4}$, Sec. 32, T. 4 N., R. 6 W., W.M., and survey station 1203+60 in the NW$\frac{1}{4}$, Sec. 3, T. 3 N., R. 6 W., W.M.,

, length 2.167 miles, in Clatsop & Tillamook Count~~y~~ies, being Section F of Ore. U.S. Public Works Highway project No. NRH 181, consisting of 2.167 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~or a mile in length~~, known locally as the Wolf Creek Highway between special control points, a point on Federal Aid Road at Portland via the Wolf Creek Route to a point on the Federal Aid Road at Necanicum.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section F of said project shall not in any event exceed the sum of fifty-three thousand, six hundred forty-one and 92/100 dollars ($53,641.92), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred twenty-one thousand, fifty-five and no/100 dollars ($121,055.00), the approved total estimated cost of Section F of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws of 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 30th day of July, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By F. L. Tou Velle
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

~~XXXXXXXXXXXXXXXXXX~~

SECRETARY OF AGRICULTURE

By
Acting Chief, Bureau of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Highway Project No. NRH 181-F, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 121,055.00 as the total estimated cost of said project, and the sum of $ 53,611.92 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 30th day of July one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE : 1934

FORM 8-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

181-7

July 6th, 1936

Mr. F. B. Mason
Division Engineer
Office

Dear Sir:

In regard to the price agreement for installing a 48-inch extra strength concrete iron culvert on the Bear Creek-Bare Mountain Section of the Wolf Creek Highway, Contract No. 1840, J. A. Lyons, Contractor.

It seems to me that the substitution of corrugated iron pipe in lieu of a concrete box is a great accommodation to Lyons, and for that reason he should quote a conventional price for the installation.

Please take this up again with Mr. Lyons and advise him that the change cannot be made unless the price of material is reduced.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to : R. H. Baldock ✓

FORM 3-D-1 500 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

181-7

June 29, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith a price agreement covering the installation of a 48-inch culvert pipe on the Wolf Creek Highway, Bear Creek-Bare Mountain Summit Section, Contract No. 1840. This pipe is to substitute for a 4 x 4 box culvert shown on the plans.

A careful survey of the drainage area reveals approximately 200 acres, and it is evident that a 48-inch culvert would be adequate for all drainage purposes. A price of $12.25 per lineal foot seems extremely high, and perhaps Mr. Lyons should be requested to reduce this figure. However, even at the price of $12.25, the saving over a box culvert is $751.00. This has already been brought to the attention of the Bureau, and they indicated their willingness to approve, as the drainage area shows that a pipe of smaller opening would be adequate.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock ✓

June 12, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Bear Creek-Bare Mountain Section, Project No. NRH 181-F.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 2 1936
OREGON
[illegible] ISSION

✓

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon NRH 181-F

June 1, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

181-7

May 1, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Bear Creek-Bare Mountain Section, Project No. NRH 181-F.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

Oregon State Highway Department

U. S. Public Works
Project No. NRH 181-F

BEAR CREEK-BARE MOUNTAIN SECTION
OF THE WOLFE CREEK HIGHWAY IN CLATSOP
AND TILLAMOOK COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 16, 1936

All Required		Clearing and Grubbing		$36,000.00
800	sq. ft.	Felling Danger Trees	$0.50	400.00
300	cu. yds.	Trench Excavation	1.00	300.00
98,000	cu. yds.	Common Excavation	0.36	35,280.00
56,000	cu. yds.	Solid Rock Excavation	0.36	20,160.00
256,000	yd. stas.	Overhaul	0.02	5,120.00
18,000	yd. mi.	Truck Haul	0.20	3,600.00
2.17	miles	Finishing Roadbed and Slopes	500.00	1,085.00
11,000	lin. ft.	Rounding Cutbanks	0.12	1,320.00
1,000	lin. ft.	6" Porous Drain Tile	0.50	500.00
100	lin. ft.	12" Perforated Corrugated Iron Pipe	1.50	150.00
430	lin. ft.	18" Corrugated Iron Pipe, Protected Invert	2.00	860.00
300	lin. ft.	24" Corrugated Iron Pipe, Protected Invert	3.00	900.00
600	lin. ft.	18" Concrete Pipe	2.50	1,500.00
200	lin. ft.	24" Concrete Pipe	3.25	650.00
80	cu. yds.	Rock Backfill in Drains	2.50	200.00
50	cu. yds.	Class "B" Concrete	30.00	1,500.00
7,500	lbs.	Metal Reinforcement	0.07	525.00
		Subtotal		$110,050.00
		10% Engr. & Cont.		11,005.00
		Total		$121,055.00

Length	2.167 miles
Cost per Mile	$55,862.94

NRH Funds Requested- -	$ 53,641.92
State Funds Available- -	67,413.08
	$121,055.00

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maint: Chap. 41, laws 1927

Oregon State Highway Department

U. S. Public Works
Project No. NRH 181-F

BEAR CREEK-BARE MOUNTAIN SECTION
OF THE WOLF CREEK HIGHWAY IN CLATSOP
AND TILLAMOOK COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 24, 1936

All Required		Clearing and Grubbing		$ 10,000.00
800	sq. ft.	Falling Danger Trees	$ 0.50	400.00
300	cu. yds.	Trench Excavation	1.00	300.00
98,000	cu. yds.	Common Excavation	0.25	24,500.00
56,000	cu. yds.	Solid Rock Excavation	0.60	33,600.00
256,000	yd. sta.	Overhaul	0.02	5,120.00
18,000	yd. mi.	Truck Haul	0.15	2,700.00
2.17	miles	Finishing Roadbed and Slopes	300.00	651.00
11,000	lin. ft.	Rounding Cutbanks	0.10	1,100.00
1,000	lin. ft.	6" Porous Drain Tile	0.50	500.00
100	lin. ft.	12" Perforated Corr. Iron Pipe	2.00	200.00
430	lin. ft.	18" Corr. Iron Pipe, Protected Invert	2.50	1,075.00
300	lin. ft.	24" Corr. Iron Pipe, Protected Invert	3.50	1,050.00
600	lin. ft.	18" Concrete Pipe	2.50	1,500.00
200	lin. ft.	24" Concrete Pipe	3.50	700.00
80	cu. yds.	Rock Backfill in Drains	1.50	120.00
50	cu. yds.	Class "D" Concrete	25.00	1,250.00
7,500	lbs.	Metal Reinforcement	0.06	450.00
			Subtotal	$ 85,216.00
			10% Engr. & Cont.	8,521.60
			Total	$ 93,737.60

Length	2.167 miles
Cost per mile	$ 43,256.85

NRH Funds Requested- -	$ 53,641.92
State Funds Available- -	40,095.68
	$ 93,737.60

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 27 1936
OREGON

February 26, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon U. S. Public Works Project No. NRH 181-F, the Bear Creek-Bare Mountain Section of the Wolf Creek Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

The use of the 40-hour week on this project is subject to the approval of the National Reemployment Service.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T M Davis
T. M. Davis
Highway Engineer

181-7

April 8, 1936

J. A. Lyons
3305 N. E. Halsey St.
Portland, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract #1840 awarded to you on March 17, 1936 for 2.17 miles of grading on the Bear Creek-Bare Mt. Summit Section of the Wolf Creek Highway in Clatsop and Tillamook Counties.

This copy is for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By
Secretary

DP

FORM 5-2-1 500 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

April 6, 1936.

IN REPLY PLEASE REFER TO FILE NO.
112-3b

Mr. Lowell Johnston,
Resident Engineer,
Oregon State Highway Department,
Timber, Oregon.

Dear Sir:

It is noted that you have included on the same sheet reports for the Bear Creek-Bare Mountain Summit grading project and the Sunset Camp-West W.P.A. clearing project.

Please make separate reports for these two jobs. You will use form 338 for both.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc H. G. Smith

NOTED

Form 88—5M—11-35

APR 6 - 1936

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 4, 1936

Section Bear Creek - Bare Mt.Summit

Kind of work Grading

Highway Wolf Creek

Section prefix 4-1010

Contractor J.A.Lyons

Contract number 1840

Date of contract March 17, 1936

Date of completion Nov.30, 1936

Date work started ...., 193....

Estimated date of completion Nov.30, 1936

Amount of contract $110,050

Per cent of time elapsed 7 %

Estimated cost of completed project, exclusive of engineering $110,050

Per cent of contract completed, based on total contract price 00 %

Engineering cost to date, $ 256.00, ½ %

Date project was completed ...., 193....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

No work by contractor on this project to date

No work done on this job this week by party.
There is considerable snow on the road between here and the job and as near as you candrive with a car is about three miles.

Sunset Camp - West

Eng. $532.00

Party reran center line and spiraled curves Sta.1368 to Sta.1430.

No work by W.P.A.crew on this job to date.

Signed Lowell Johnston

Address Timber, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	TENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.17				
Miles partially completed					
Miles completed					
Total estimated quantities	154,000				
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time	642				
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Snow		
Monday	Fair		
Tuesday	Snow		
Wednesday	"		
Thursday	Fair		
Friday	"		
Saturday	"		

181-7

March 24, 1936

Mr. C. I. Sersanous, President
Loggers & Contractors Machinery Co.
240 S. E. Clay Street
Portland, Oregon

Dear Sir:

Responding to your communication of March 20, advise that on March 17 the Bear Creek-Bare Mountain Section of the Wolf Creek Highway in Clatsop and Tillamook Counties was awarded to J. A. Lyons of Portland at the price bid at the recent bid opening in Portland.

Very truly yours,

State Highway Engineer

RHB:HI

LOGGERS & CONTRACTORS MACHINERY CO.

Caterpillar
REG U S PAT OFF

DISTRIBUTORS
"CATERPILLAR"
DIESEL AND GAS
TRACTORS
POWER UNITS
ROAD MACHINERY
HARVESTERS

211 S. E. MADISON ST.
PORTLAND, OREGON
AFTER MARCH 1, 1936
240 S. E. CLAY STREET

DEALERS
"JOHN DEERE"
WHEEL TRACTORS
HARVESTERS
IMPLEMENTS

MAR 20 1936

March 20,1936.

Mr.R. H. Baldock, State Highway Engineer
Salem, Oregon.

Dear Mr.Baldock:

Reference is made to the bid of J. A. Lyons, Portland, Oregon at a recent letting here in Portland covering the Bear Creek-Bear Mountain section of the Wolf Creek Highway, Clatsop and Tillamook Counties. This bid,the writer observed in the paper, was referred to you with power to award or reject. I believe I also saw something to the effect that the bid was considered high.

First, the writer has no particular axe to grind in writing this letter, other than to state that due to the amount of burning necessary on this particular job and due to the short period of time in which to burn it, that by the time this contract is re-advertised and re-let, the bid probably will be higher, due to the Oregon laws which prohibit burning at a time of the year in which the burn could be successfully done and at a cheaper cost to the contractor and to the State.

The writer believes further that you have received a very satisfactory bid by a good contractor, and in line with several more contractors who have been doing work for you, and this particular class of work, for some little time. The bid is not unbalanced --- $.36 per yard for rock is low; $.36 per yard for dirt in that section of the country where seemingly it rains most of the year is not excessive. The clearing I am told is a tough one, and judging from the other bids submitted, Lyons' bid again is in line.

I do not know if Jim Lyons wants the job or not, but as a tax payer of this State, I believe the bid should be awarded without delay.

Yours very truly,
LOGGERS & CONTRACTORS MCHY. CO.
By CISersanous
C. I. Sersanous, President.

CIS:W

181-7

March 18, 1936

J. A. Lyons
3305 N. E. Halsey
Portland, Oregon

Dear Sir:

The State Highway Commission has awarded to you as of March 17, 1936 the contract for the grading of the Bear Creek-Bare Mountain Summit Section of the Wolf Creek Highway in Clatsop and Tillamook Counties, based on your bid of $110,050.00. You may consider this letter as your authority, and our request, to begin operations immediately.

Contract forms will be sent to you shortly for execution, and you are requested to notify the Oregon State Employment Service at once of the approximate time work will begin and the number and classification of laborers needed for such work.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

HBG/JMcF:dp

CC W. E. Chandler, Division Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.________

MAR 19 1936

March 17, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to concur in award of contract, as of this date, for Oregon U.S.Public Works project NRH 181-F, the Bear Creek-Bare Mountain Summit section of the Wolf Creek Highway, to J. A. Lyons, Portland, Oregon, who submitted the low bid.

At the time of the bid opening, award on this project was not made because of the fact that the low bid was somewhat over the engineer's estimate. However, in view of the statements in your March 16th letter to the effect that reconsideration of the original estimated prices indicates a necessity for correcting the Clearing to 40.5 Acres at $800 per acre. When this correction has been made, the low bid is only $2,436 (2.3%) above the estimate. In view of these conditions, we are giving our customary concurrence in award.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

FORM 2-A-1 10M 1-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

121-7

OREGON STATE HIGHWAY COMMISSION
SALEM

March 16th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

I am submitting a revised estimate of cost on the Bear Creek-Bare Mountain Section of the Wolf Creek Highway.

The estimate used for the comparison of bids was based upon acreage where preservation was to be made for roadside beautification; but an investigation prior to the writing of the specifications indicated that the entire right of way would have to be cleared as all the timber had been killed by the fire. Inadvertently this was not taken into consideration in preparing the estimate of cost.

This new estimate is based upon 40.5 acres of clearing at $800 per acre, $32,400. All of the other items remain the same.

The unit cost of clearing in this type of timber on the jobs where we have cost data is as follows:

Highway	Section	Actual Cost Per Acre
Wolf Creek	Humbug Mt.-Ranger Station	$ 715.70
Wolf Creek	N. Fork-Humbug Mountain	754.76

I do not estimate that there is any depreciable difference between clearing fire-killed timber or virgin timber. The fire was not heavy enough in this locality to make a clean burn of the down logs.

It is my recommendation that the award be made to the low bidder as his bid is within 10% of the new estimate.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

NOTED

HGS:AR

BEAR CREEK-BARE MOUNTAIN SECTION OF THE WOLF CREEK HIGHWAY IN CLATSOP AND TILLAMOOK COUNTIES

PROJECT NO. NRH 181-F

2.17 Miles of Grading

Bids Received March 13, 1936

All Specified		Clearing and Grubbing		$ 32,400.00
800	sq. ft.	Felling Danger Trees	$ 0.50	400.00
300	cu. yds.	Trench Excavation	1.00	300.00
98,000	cu. yds.	Common Excavation	0.25	24,500.00
56,000	cu. yds.	Solid Rock Excavation	0.60	33,600.00
256,000	yd. sta.	Overhaul	0.02	5,120.00
18,000	yd. mi.	Truck Haul	0.15	2,700.00
2.17	Miles	Finishing Roadbed & Slopes	300.00	651.00
11,000	Lin. Ft.	Rounding Cutbanks	0.10	1,000.00
1,000	Lin. Ft.	6-inch Porous Drain Tile	0.50	500.00
100	Lin. Ft.	12-inch Perforated Corrugated Iron Pipe	2.00	200.00
430	Lin. Ft.	18-inch Corrugated Iron Pipe, Protected Invert	2.50	1,075.00
300	Lin. Ft.	24-inch Corrugated Iron Pipe, Protected Invert	3.50	1,050.00
600	Lin. Ft.	18-inch Concrete Pipe	2.50	1,500.00
200	Lin. Ft.	24-inch Concrete Pipe	3.50	700.00
80	cu. yds.	Rock Backfill in Drains	1.50	120.00
50	cu. yds.	Class "D" Concrete	25.00	1,250.00
7,500	Lbs.	Metal Reinforcement	0.06	450.00
			For Comparison of Bids	$ 107,616.00

FORM 5-A-1 5M 1-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

March 17th, 1933

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. E. Clymer
Cost Analyst
Office

NOTED
State Highway Engineer

Dear Sir:

Please make arrangements to keep costs on the Bare Mountain-Bear Creek Section, which probably will be awarded to J. A. Lyons within the week. It is especially desired to have records on the clearing and the cost of maintaining the hauling road from West Timber into the job.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

1-1-7

March 16, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

You will recall that when bids for the Bear Creek-Bare Mountain Summit Project (Project NRH 181-F) were received on March 13th, no award of contract was made for the reason that the low bid of $110,050 was approximately $17,000 above the engineer's estimate. We now find that in figuring the engineer's estimate, an error was made in the computation of the lump sum amount for the item "Clearing and Grubbing," and that when that error is corrected, the low bid is only $2,436 (2.3 per cent) above the estimate.

In view of this situation, the Highway Commission considers it advisable to award the contract to the low bidder, J. A. Lyons, of Portland. If you concur in the awarding of the contract to Mr. Lyons, please advise, so that the award may be made on ~~[illegible]~~ Tuesday, March 17th.

The corrected estimate of $32,400 for clearing and grubbing is based on a unit cost of $800 per acre, the quantity involved being 40.5 acres. This estimate is based on contractors' costs kept by us on other units of the Wolf Creek Highway, where the nature of the clearing and grubbing work performed was comparable with the work to be done on the Bear Creek-Bare Mt. Section. The costs on those units, exclusive of contractors' profits, were as follows:

Humbug Mt.-Ranger Station (Project E 181-B) - $715.70 per acre
N. Fork-Humbug Mt. (Project NRH 181-C) - $754.76 per acre

It is desired to make the award without further delay, as the time during which the burning work incidental to the clearing and grubbing work may be performed safely, is now none too long.

Very truly yours,

State Highway Engineer

CONTRACT# 1841

WPH 145-B Castle Rock & Boardman 1936
Roadside Oases
1841

RECEIVED
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

OREGON DISTRICT
FAP-145 B + C
320
WCW

November 20, 1947.

#
1841

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Const.
Landscaping
Oases

Dear Sir:

Receipt is acknowledged of Mr. Stiffler's letter of November 14 in reply to our inquiry of November 3, 1947 as to why the oases at Boardman and Castle Rock, (FAP 145-B and 145-C) had not been opened for the convenience and use of the travelling public as contemplated when these projects were approved.

The construction of these projects was accomplished during 1936 and it was agreed that they should be fenced and the public excluded until such time as the trees had made adequate growth. On October 28, 1941, we wrote that the trees were apparently well established and suggested the oases be opened to the public as originally contemplated. Your reply of December 22, 1941 advised it was the State's intention to provide rest rooms and open these two oases in the summer of 1943.

We realize the recent war was undoubtedly responsible for further deferment of this opening, however, we now feel that since these trees have been planted 11 years, the public should now derive some benefit from the original expenditure and the subsequent maintenance costs. It must be borne in mind that when these projects were proposed by the State, the fact that considerable maintenance might be necessary was brought out.

We do not concede that a full time caretaker is necessary on these projects, as they should operate somewhat like a wayside strip, however, in the semi-arid section where these oases were planted, we believe the public is entitled to rest, or eat their lunch if desired, in the shade.

Very truly yours,

T. M. Davis

T. M. DAVIS
District Engineer.

NOTED
W. C. WILLIAMS

[illegible]

RECEIVED
NOV 21 1947
COMMISSION

RECEIVED
NOV 17 1947
FOR FILING

145-B&C

November 14, 1947

Mr. T. H. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

This acknowledges your letter dated November 3, which has reference to Oregon Federal Aid projects No. 145-B and C, Castle Rock and Boardman Oases on the Columbia River Highway.

The primary reason why the oases have not been opened to the public is the fact that we cannot control the same without a caretaker. As we have no other parks in this vicinity to warrant or justify the expense of a caretaker, I think you will agree that the operation of the two oases hardly justifies a caretaker.

Supervision of these two oases is under the jurisdiction of Mr. Boardman, Parks Engineer, and during his temporary illness I am merely passing on his opinion or attitude in this respect.

It is possible, in the not-too-distance future, that the availability of manpower will permit freer operation of these facilities.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS/ds

cc - S. H. Boardman

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P.O. Box 3900
PORTLAND 8, OREGON

November 3, 1947

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Stiffler

Dear Sir:

Reference is made to Oregon Federal Aid Projects Nos. 145-B and C, the Castle Rock and Boardman Oases.

These projects were constructed eleven years ago in desert and treeless country with the idea that as the planting matured the areas would serve as a roadside stopping place for travellers. The trees in these areas have reached a stage of development where there is shade sufficient to make the oases attractive to a large number of motorists. Yet the wire fences originally constructed and locked gates are still in place.

It is not readily apparent how these areas can serve any public service in their present status, and we would appreciate being advised as to your plans to accomplish the initial purpose.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

NOTED
W. W. STIFFLER

RECEIVED
NOV 4 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 23 1941
FOR FILING

WPH 145-15

December 22, 1941

Cross Referenced To
Const
Landscaping
Oases

Mr. W. H. Lynch
Public Roads Administration
Box 3900
Portland, Oregon

Dear Sir:

With reference to your communication of October 28 in relation to the oases along the Old Oregon Trail near Boardman and Castle Rock, you ask why we could not open these facilities to the public at this time.

We are of the opinion that the trees are too young to be exposed to the climate at this time. We furthermore are of the opinion that the restroom facilities should be provided before the oases are thrown open to the public.

Please be advised that we plan to install the additional equipment for the opening of these areas by the early summer of 1943.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB/mm

FORM E-80 REVISED 25M 5-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

SALEM
November 7, 1941

Subject: 3m and 3d on November 6 Agenda

To:

MR. R. H. BALDOCK

I presume that you will wish to answer Mr. Lynch's letter which was signed by Mr. Andrews with respect to the oases along the Old Oregon Trail near Boardman and Castle Rock. You will recall the Commission decided not to open up these oases to general public use for a year or so, and in the meantime rest room facilities, et cetera, are to be provided.

You will also probably wish to write Commissioner Bowes of the City of Portland, advising him that the Highway Commission denied the request of Lambert Gardens for permission to install certain signs directing the public to the Gardens.

HBG:AM

Secretary

RECEIVED
[illegible]
FOR FILING

Const
Landscaping
Oases

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
NOV 6 1941

3m

Salem, Oregon
November 4, 1941

Subject: Opening oases to public

To: Mr. R. H. Baldock
Chief Engineer

REFERRED TO
Mr. Glaisyer
By Chief Engineer

agenda

L

Dear Sir:

I am returning herewith the letter from W. H. Lynch, District Engineer of the Public Roads Administration, relative to opening the roadside oases near Boardman and Castle Rock on the Columbia River Highway to the traveling public for the coming season.

A number of the trees were of a variety that could not withstand the climate and substitute plantings were made which are not very sturdy as yet. Therefore, I recommend that at least one more year elapse before the oases are opened to the public to eliminate the danger of the small trees being destroyed.

However, before either of these oases is opened to the public, I recommend that drinking fountains and rest rooms be provided as well as parking areas and footpaths. Unless the rest rooms and drinking fountains are provided, I cannot see that the oases would be of much value to the traveling public. I suggest that Mr. Otten design the general layout, that the Bridge Department design the details of the fountains, the rest rooms, and the septic tanks, and that the work be done either by contract or by state forces during the coming season. The oases could then be opened to the public during 1943.

Very truly yours,

J. N. Bishop

J. N. Bishop
Maintenance Engineer

JNB/er
encl. 1

M

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 28, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon Federal Aid Projects 145-B and C, being the roadside oases at Boardman and Castle Rock on the Columbia River Highway.

During a maintenance inspection on October 8 it was noted that these projects are in a healthy condition and that the trees were apparently well established and furnish considerable shade.

As the original purpose of these areas was for the convenience and use of the travelling public, we are wondering if you do not soon plan to provide entrances and exits to the oases in order to provide for such use.

We would like to be advised as to your plans in this matter.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

RECEIVED
OCT [illegible] 1941

NOTED
W. W. STIFFLER

REFERRED TO
T. W. Bishop
~~[illegible] Engineer~~

your recommendation
please. You may
wish to [illegible]
[illegible] [illegible]

FORM S-X-1 1500 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUN 8 1937

June 7, 1937

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Re: Contract 1341 - O. N. Pierce and Frank Conner

Gentlemen:

I have just read your letter of May twenty-fourth addressed to H. B. Glaisyer, Secretary of the Oregon State Highway Commission, which letter has been referred to me for reply.

It is my understanding of the law, and, therefore, has been my advice to the Highway Commission, that force account work in connection with a highway contract is protected by the bond furnished by the contractor.

What arrangement was made or what obligations there may be between the contractor and the surety company with respect to premium is a matter between the contractor and the surety company and one therefore concerning which the Highway Commission is not in a position to speak.

Yours very truly,

J. M. DEVERS

JMD:PW

cc H. B. Glaisyer

NOTED
H B GLAISYER

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

RECEIVED
JUN 2
LEGAL DEPT

May 24th, 1937.

[illegible] 1937

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Re: Contract No. 1841 - O. M. Pierce and Frank Conner

Under date of March 3rd you advised us that final settlement would be made by the State under the above contract on or after March 31st, 1937. You advised that the total amount paid under the above contract was $9871.51 of which $1153.87 was for force account work. The original contract price and the amount of the bond was $8290.60.

As you probably know, the cost of a contract bond is based upon the total contract price. Thus if a job over runs an additional premium is charged the contractor, and if a job under runs the original estimate, a return premium is allowed.

We are advised that on the items of force account under the above contract, the State Auditor would not permit the contractor to include 1% for bond premium. We have always been under the impression and our attorneys still advise us that we are liable under our bond for items arising under force account the same as we are for the original items in the contract.

If we are so liable, we are entitled to additional premium in instances of this nature. We would appreciate any information you might give us on this subject as to why the auditors will not permit the inclusion of the bond premium in force account items, and also whether or not it is the opinion of your department that the bonding company is liable for these force account items.

Very truly yours,

BATES, LIVELY & PEARSON

By Fred C Reed

FCR:IG

Mr. Prescott

REFERRED TO
Mr Devers
By State Highway Engineer

Please prepare a reply for me

RECEIVED
APR 19 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 145

POST OFFICE BUILDING
PORTLAND, OREGON

April 15, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to our letter of March 5, 1937, approving Extra Work Order No. 1 on Oregon Works Program Highway Project No. WPH 145-B and C, the Castle Rock and Boardman Oases, Columbia River Highway.

As the Federal Government cannot participate in direct maintenance costs, it is evident that our approval of this work order was in error. The specifications for landscaping projects may impose upon the contractor a ninety-day period during which he is responsible for the care of the plant material to insure proper growth. The cost incurred during this ninety-day period should be borne by the contractor and reflected in the unit prices bid for the project. There would be no objective to Federal participation on this basis.

In view of the provisions of the extra work order it is evident that Federal Aid cannot be allowed for the maintenance.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

Copy sent to Atty
[illegible]

Leon

RECEIVED
MAR 10 1937
FOR FILING

145B e

March 10, 1937

Union Oil Company of California
926 W. Sprague Avenue
Spokane, Wash.

Attention: D. L. Nichols

Gentlemen:

Reference is made to your letter of March 8 concerning the O. M. Pierce and Frank Connor contract No. 1841, for the construction of two artificial oases on the Columbia River Highway in Morrow County.

You are advised that final payment in connection with this contract will be made on or after March 13, 1937.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

#1841

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

MAIN 3266

926 W. SPRAGUE AVENUE
Spokane, Wash.

MAR 9 1937

March 8, 1937

Oregon State Highway Commission
Salem
Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

Re: O. N. Pierce and Frank Connors, Contractors for the Construction of two artificial oases on the Columbia River Highway in Morrow County, Oregon.

In your letter of January 26, you informed us that final payment to the contractors had not as yet been made, and that this matter no doubt would be cleaned up within the next month or so.

As we still have not received payments for deliveries made to this contract and are informed that payment has not yet been received from you, we would appreciate your advising us, at your earliest convenience, if final settlement is contemplated shortly. Thanking you, we are

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

D E Nichols

District Credit Supervisor

wsn mc

REFERRED
BY SECY

what is status

FORM 5-A-1

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

145-5

RECEIVED
MAR 19 1937
FOR FILING

March 8, 1937.

Mr. S. H. Probert,
Office Engineer.

Dear Sir:

Because of an error the cost of the two pumps purchased for the Oases at Castle Rock and Boardman was charged against engineering.

The voucher number is 13700, the amount is $2280.00. A transfer should be made to credit account Number 7 and charge account No. 542; Prefix 25-1101.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

H. G. Smith,
Construction Engineer.

By

George H. Otten,
Landscape Engineer.

GHO/H
CC to
R.H. Baldock ✓
H. G. Smith

FORM 2-A-1 [illegible] [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAR 12 1937
FOR FILING

March 8, 1937

145

NOTED

Mr. R.H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

In answer to your request of March 5th, for an explanation of the estimate overrun on the Oases at Castle Rock and Boardman.

The contractor received $9,949.01, whereas the estimate was $8,290.00. An overrun of $1659.01. The great depth it was necessary to drill the well at Castle Rock caused much delay and added expense. The proximity of the Columbia River led to the belief that little difficulty would be encountered in obtaining a sufficient flow of water. Also the very unusual drought caused delay and added care in the planting, and made necessary many replacements and continued maintenance.

Two pumps were purchased from the John Bean Company at a cost of $2280.00. Through an error this item was charged to engineering. The charge should have been made against material furnished to the job by the State. The price of the two pumps was not included in the original estimate.

Actual engineering expense was $1448.57. This item is high because of the necessity of maintaining an inspector on the job throughout the long replacement and maintenance periods. He received a salary of $129, and was on the job 6 months more than was anticipated.

When corrected, the Summary of Total Expenditures should read:

Total earned by Contractor	$9,949.01
Engineering Expense	1,448.57
Labor and Materials Furnished by State	2,418.15
Total	$13,815.73

Trusting this may be accepted as a full explanation,

Yours very truly,

H. G. SMITH,
CONSTRUCTION ENGINEER.

By George H. Otten
George H. Otten,
Landscape Engineer.

GHO/H
CC to
H. G. Smith

RECEIVED
MAR 9 1937
FOR FILING

145B-2

March 5, 1937

Mr. H. G. Smith
Office

Dear Sir:

I wish you would get a full explanation of why the oases estimates overran from $8,290 to $9,800. In addition to that, we paid a total of $15,815. This appears to me to be an absurd overrun.

Very truly yours,

State Highway Engineer

RHB:HI

RECEIVED
MAR 5 1937
FOR FILING

145B&C

#1841

March 5, 1937

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1841 for the construction of two artifical Oases near Castle Rock and Boardman on the Columbia River Highway in Morrow County, has been completed by the contractors, O. N. Pierce and Frank Connor, and that final settlement will be made by the State with said contractors for work done under said contract on or after March 15, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $9,871.51, including the final payment. Of this amount $1,155.87 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 5-8-1 15M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
FEB [illegible] 1937
FOR FILE

Cross Referenced In

February 22, 1937.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention - S. H. Probert

NOTED
State Highway Engineer

Dear Sir:

This is to inform you that G. N. Pierce and Frank Connor, Contractors, have satisfactorily completed the Castle Rock and Boardman Oases, Contract #1841. They conformed to all specification requirements and furthermore made all replacements under the terms of the contract. The date of completion was Dec. 31, 1936.

It is therefore recommended that Pierce and Connor, contractors, be paid accordingly.

Yours very truly,

H. G. SMITH,
Construction Engineer.

By

George H. Otten,
Landscape Engineer.

Dictated by
Geo. H. Otten
H

CC to
H. G. Smith

FORM 2-A-1 2M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

Cross Referenced To
Adm
Mailing Lists
Notice to Cont.

RECEIVED FEB 17 1937

FOR FILE

14573 e

February 16, 1937

Mr. Frank L. Connor
2803 N. E. 10th Avenue
Portland, Oregon

Dear Sir:

This replies to your letter of February 12, in which you request that your name be kept on our mailing list of bidders on State Highway construction, and in the second paragraph of which you request that the final estimate warrant on the two Boardman cases be stamped in such a way that two endorsements will be necessary when cashing.

Replying to the letter, I would say that the secretary's office informs me that your name has been included in the mailing list; and in connection with your suggestion regarding the final warrant on the contract, I find that the final estimate is awaiting the signing of a price agreement by the state highway engineer and will be handed to this department for vouchering soon.

The Secretary of State's office does not show any qualifying stamps on their warrants, but this is to advise that in accordance with your request it is our intention to mail the final warrant to you at the above address, which will enable you to take care of the endorsements as you wish.

Yours respectfully,

R. H. BALDOCK
State Highway Engineer

By Carl F. Smith
Auditor

cc Geo. Otten, Office
cc H. B. Glaisyer, Office
cc Pierce & Connor,
212 N. Russell St., Portland

NOTED
T. E. [illegible]

Form 338—5M—7-36

[illegible]GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sat. December 26th, 1936

Section CASTLE ROCK & BOARDMAN

Kind of work CONST. OF ROADSIDE OASES

Highway COLUMBIA RIVER

Section prefix 25-1101

Contractor O.N.PIERCE & FRANK CONNOR

Contract number 1841

Date of contract March 17th, 1936

Date of completion May 15th, 1936

Date work started " 23rd, 1936

Estimated date of completion July 1st, 1936

Amount of contract 8,440.00

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering . . . . $..........

Per cent of contract completed, based on total contract price . . . .%

Engineering cost to date, $.........., ...%

Date project was completed July 1st, 1936 Final Completion 12-26-36

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This week completed contract No. 1841

All replacements have been made that were required by O.N.Pierce & Frank Connor, Contractors.

NOTED
GEO. H. OTTEN

Signed E.W.Ericksen

Address Irrigon, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day 1					
Hours per shift 8					
Average force on project for week 1					

Percentages of men employed on contract to be secured from:

County, %; County, %; County, %; County, %

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	Morrow COUNTY	OTHER SOURCES		
Men				1			1
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels , Power graders , Rollers , Mixers , Crushing or screening plants ,

Compressors , Bull Dozers , Sheet-foot rollers , ... , ... , ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cold		
Monday	Rain		
Tuesday	Wind Storms		
Wednesday	Rain		
Thursday	FAIR & WORM		
Friday	Cold & foggy		
Saturday	RAIN		

RECEIVED
DEC
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon WPH 145-B.
Roadside Oases near Castle Rock &
Boardman on the Columbia Riv.Hwy.

December 16, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

ER-Acc. 5679

Form P. R. 2

State Oregon

U. S. Works Program Highway Project No. WPH 145, Sec. B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5618

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 10th day of September, 1936

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; **particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935, (Public Res. No. 11, 74th Cong.);**

Whereas the Highway Department of said State submitted on the 9th day of November, 1928, a project statement, which was approved by the Secretary on the 13th day of December, 1928, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 27th day of February, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

Five thousand, seven hundred thirty-nine and 25/100

dollars ($5,739.25) as the share of the United States payable under said act on account of Section B of said project, which is ~~does not exceed the authorized Federal pro rata share of~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—8818

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Public Res. No. 11, 74th Cong.)
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 390+97 in the NW 1/4 of Sec. 17, T. 4 N., R. 24 E., and survey station 398+43 in the SW 1/4 of Sec. 8, T. 4 N., R. 24 E., W.M.

, length 0.141 of a mile~~s~~, in Morrow County, being Section B of Oregon U.S. Works Program Highway project No. WPH 145, consisting of 0.141 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~[illegible]~~.

SEP 1 [illegible]
DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of five thousand, seven hundred thirty-nine and 25/100 dollars ($5,739.25), certified to the Secretary of the Treasury as above mentioned, which ~~does~~ ~~[illegible] Federal pro rata share of~~

~~dollars ($~~ is ~~),~~ the approved total estimated cost of Section B of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, laws of 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 5th day of Dec, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

[illegible]

SECRETARY OF AGRICULTURE:

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

Form PR. 2—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. WPH 145-B, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 5,739.25 as the total estimated cost of said project, and the sum of $ 5,739.25 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~percentage of~~ said total estimated cost.

Done at the city of Washington, this 5th day of Dec one thousand nine hundred and thirty-six

Secretary of Agriculture,

By ______________
Acting Chief, Bureau of Public Roads.

P.B.E.

FORM 2-A-1 5M 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

WA 194 C

December 10th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Attention: Mr. H. B. Glaisyer.

Dear Sir:

Reference is made to an extension of time requested by C. H. Pierce and Frank L. Connor for the construction of the Castle Rock and Boardman Oases, contract #1841.

The contractors were unavoidably delayed in completing the contract because of the depth it was necessary to drill the wells to get the necessary water for the oases. At the Castle Rock oasis, it was necessary to drill over 250 feet, while it was estimated that it would not be necessary to go deeper than 150 feet.

The contractors diligently prosecuted the work, and since the delay was beyond the contractors' control and the traveling public was not inconvenienced, it is recommended that the extension of time be granted from May 15th to June 30th without penalty.

Very truly yours,

H. G. Smith
Construction Engineer

By

George H. Otten
Landscape Engineer

NOTED
State Highway Engineer

GHO:AR

cc to: R. H. Baldock
H. G. Smith

FORM 5-A-1 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

145-B+

December 10th, 1936

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

The contractors O. N. Pierce and Frank L. Connor have requested an extension of time from May 15th to June 30th on their contract #1041, F.A.P. WPH 145-B, C for the construction of the Castle Rock and Boardman Oases in Morrow County.

The delay in completing the contract was caused by the necessity of drilling to a much greater depth than was anticipated in getting the required amount of water specified. It was estimated that it would not be necessary to go to greater depth than 150 feet, but it was necessary to go much deeper at both places. At Castle Rock it was necessary to drill over 250 feet.

Since the contractors diligently prosecuted the work, and the cause of the delay was beyond their control, I recommend that the extension of time be granted without penalty. May we have your concurrence in this extension of time.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

NOTED
State Highway Engineer

Dictated by
Chas. K. Low
R

cc to: R. H. Baldock ✓

RECEIVED DEC 1936 FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon WPH 145-C,
Boardman Roadside Oasis on Old Ore. Trail

December 4, 1936

145-C
1841

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

L J Canfield
By L. J. Canfield
Highway Engineer

Encls.

Jon

5573

Form P. R. 2

U. S. Works Program Highway

State Oregon

Project No. WPH 145-C

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of September, 1936

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Congress):

Whereas the Highway Department of said State submitted on the 9th day of November, 1935, a project statement, which was approved by the Secretary on the 13th day of December, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 27th day of February, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of five thousand, seven hundred ninety-nine and 75/100 dollars ($5,799.75) as the share of the United States payable under said act on account of Section C of said project, which [illegible] is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Public Res. No. 11, 74th Congress).
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 507+24 in the W. 1/2 of Sec. 31, T. 5 N., R. 26 E., and survey station 514+71 in the E. 1/2 of Sec. 36, T. 5 N., R. 25 E., W. M.,

, length 0.141 of a mile~~s~~, in Morrow County, being Section C of Oregon U.S.Wks.Prog. Hwy. project No. WPH 145, consisting of 0.141 of a mile~~s~~ of roadway and no bridges, ea~~ch~~ of more than 20 feet clear span, *

~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of five thousand, seven hundred ninety-nine and 75/100 dollars ($5,799.75), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible]~~ ~~[illegible]~~ ~~[illegible]~~ 50 ~~[illegible]~~ the approved total estimated cost of Section C of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 23d day of Nov., 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By F L [illegible]

Member, State Highway Commission.
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE
~~*Secretary of Agriculture*~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By

Acting Chief, Bureau of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Wks.Prog.Hwy. Project No. WPH 148-C, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 5,799.75 as the total estimated cost of said project, and the sum of $ 5,799.75 as the share of the United States, payable under said acts on account of such project, which [illegible] is [illegible] said total estimated cost.

Done at the city of Washington, this 23d day of Nov. one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.
P.B.O.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4639

145-e

September 4, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Boardman Landscaping Project, Project No. WPH 145-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/HR

Encl.

ST CUL

(Stencil #28) **UNITED STATES DEPARTMENT OF AGRICULTURE**
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

28 1936
STATE HIGH

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon USWP Hwy.Proj.No. WPH 145-C

August 27, 1936

Mr. R. H. Baldock
Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By J Caufield
L. J. Caufield
Highway Engineer

Encls.

145-C

x

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

[illegible] 10 1936

August 8, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Before forwarding the project agreement estimate submitted with your letter of July 30, 1936, for Oregon Works Program Highway Project WPH 145-C, the Boardman Roadside Oasis, on the Old Oregon Trail, we altered the WPH funds requested on page two to read $5,799.75, which agrees with the itemized statement on page one.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

145-C

July 30, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Boardman Landscaping Project, Project No. WPH 145-C.

Bid tabulations for the turbin pump and motor to be used on this project are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPH 145-C

BOARDMAN LANDSCAPING PROJECT ON

THE OLD OREGON TRAIL IN MORROW COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 16, 1936

All Required		Clearing and Grubbing		$ 330.00
200	lin. ft.	Drilling Deep Well	$3.50	700.00
203	rods	Woven Wire Fence	4.00	812.00
2	only	Gates with Locks	25.00	50.00
1	only	Pump House Complete		550.00
90	lin. ft.	2½" Pipe for Irrigating System	0.50	45.00
175	lin. ft.	2" Pipe " " "	0.40	70.00
70	lin. ft.	1½" " " " "	0.35	24.50
585	lin. ft.	1¼" " " " "	0.30	175.50
376	lin. ft.	1" " " " "	0.25	94.00
730	lin. ft.	3/4" " " " "	0.20	146.00
20	only	3/4" Hose Valve Outlets (Snap Type)	1.25	25.00
5	only	50' Lengths 3/4" Garden Hose, Snap Valve Couplings	8.00	40.00
1	only	Manual Valve on Discharge Line	10.00	10.00
1	only	2" Manual Control Valve	9.00	9.00
5	only	½" Drain Valves	1.40	7.00
1	only	Extension Valve Key	1.00	1.00
1	only	Relief Valve (Set for 125# Release)	10.00	10.00
1	only	Pressure Gauge, 250#, 6" Drain	10.00	10.00
7	only	Golf Course Type Sprinkler, Quick Coupling Attachment	10.00	70.00
All Required		Connecting Pump to Irrigating System		25.00
268	only	Populus nigra italica (10'-12')	1.00	268.00
69	only	Acer saccharum (10'-12')	1.75	120.75
31	only	Robinia pseudoacacia (10'-12')	1.25	38.75
55	only	Eleagnus augustifolia (5'-6')	1.00	55.00
2.5	cwt.	Oregon Rye Grass Seed	14.00	35.00
7	tons	Sheep guano	13.00	91.00
1	ton	Blood Meal	70.00	70.00
1	ton	Raw Bone Meal	50.00	50.00
80	bales	Peat Moss	3.00	240.00
1	only	Turbin Pump and Motor	1,100.00	1,100.00
			Subtotal	$5,272.50
			10% Engr. & Cont.	527.25
			Total	$5,799.75

Length	0.141 mile
Cost per mile	$41,132.97

WPA Funds Requested- $5,799.95

Estimated Labor Required	2,500 man-hours
Cost of Labor	$1,600
Cost of Materials	$2,900

Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
Funds for Maintenance: Chap. 41, laws 1927

Oregon State Highway Department

U. S. Works Program
Project No. WPH 145-E C

BOARDMAN LANDSCAPING PROJECT ON

THE OLD OREGON TRAIL IN MORROW COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 26, 1936

All	Required	Clearing and Grubbing		$ 100.00
200	lin. ft.	Drilling Deep Well	$ 5.00	1,000.00
203	rods	Woven Wire Fence	3.30	669.90
2	only	Gates With Locks	27.50	55.00
1	only	Pump House Complete	450.00	450.00
90	lin. ft.	2½" Pipe for Irrigating System	0.95	85.50
175	" "	2" " " " "	0.66	115.50
70	" "	1½" " " " "	0.45	31.50
585	" "	1¼" " " " "	0.35	204.75
376	" "	1" " " " "	0.28	105.28
730	" "	¾" " " " "	0.22	160.60
20	only	¾" Hose Valve Outlets (Snap Type)	5.00	100.00
5	"	50' Lengths ¾" Garden Hose, Snap Valve Couplings	10.00	50.00
1	"	Manual Valve on Discharge Line	20.00	20.00
1	"	2" Manual Control Valve	10.00	10.00
5	"	½" Drain Valves	5.00	25.00
1	"	Extension Valve Key	2.00	2.00
1	"	Relief Valve (Set for 125# release)	35.00	35.00
1	"	Pressure Gauge, 250#, 6" Diameter	9.00	9.00
7	"	Golf Course Type Sprinkler, Quick Coupling Attachment	10.00	70.00
All	Required	Connecting Pump to Irrigating System		125.00
268	only	Populus Nigra Italica (10'-12')	1.10	294.80
69	"	Acer Saccharum (10'-12')	1.60	110.40
31	"	Robinia Pseudoacacia (10'-12')	1.40	43.40
55	"	Eleagnus Augustifolia (5'-6')	1.05	57.75
2.5	cwt.	Oregon Rye Grass Seed	26.65	66.62
7	tons	Sheep Guano	17.00	119.00
1	"	Blood Meal	77.50	77.50
1	"	Raw Bone Meal	55.50	55.50

80	bales	Peat Moss	$ 2.00	$ 160.00
1	only	Turbin Pump and Motor (State Force Item)	1,500.00	1,500.00
		Subtotal		$ 5,909.00
		10% Engr. & Cont.		590.90
		Total		$ 6,499.90

Length 0.141 mile
Cost per mile $46,098.58

WPH Funds Requested- $ 6,499.90

Estimated Labor Required 2,500 man-hours
Cost of Labor $ 1,660
Cost of Materials $ 2,900

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.__________,

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
[illegible] 1936

February 27, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon U.S.Works Program Highway project WPH 145-C, Boardman Roadside Oasis on the Old Oregon Trail, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief Engineer of the Bureau.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

February 27, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon U.S.Works Program Highway project WPH 115-C, Boardman Roadside Oasis on the Old Oregon Trail, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief Engineer of the Bureau.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

FORM 8-A-1 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
X STATE HIGHWAY ENGINEER
SALEM

145 BC

OREGON STATE HIGHWAY COMMISSION
SALEM

December 4th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. W. Ericksen, Supt.
Oregon State Highway Dept.
Pendleton, Oregon

Dear Sir:

Pierce and Connor are anxious to turn in the bills for their Force Account work. However, they would like to compare your statement with theirs, beforehand. Please send a copy of your record of this work.

You are to send Mr. Pierce the dimensions of the exhaust pipe, a description of the door jam and a description of the door knob. He will take care of these items.

The enclosed copy of a letter is self-explanatory.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By

George H. Otten
Landscape Engineer

CMJ:AR

cc to: R. H. Baldock
H. G. Smith

NOTED
State Highway Engineer

145-B

September 15, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

Herewith are two signed copies of project agreement for the Castle Rock Landscaping Project, Project No. WPH 145-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

FORM 5-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

145 Be

IN REPLY PLEASE
REFER TO FILE NO.

September 15th, 1936

Mr. J. M. Bishop
Maintenance Engineer
Office

RE: Tests on Oases Pumps Located near
Boardman and Castle Rock.

Dear Sir:

I am enclosing herewith, supporting data on the pump tests conducted by D. L. Shannon, Engineer, representing the John Bean Mfg. Co. from which firm the pumps were purchased. These tests were conducted in part in my presence, and I have accordingly endorsed them along with E. W. Erickson, Inspector.

I am particularly well pleased with the way the water held up in the wells throughout the long testing period. I can also report that the wells are almost completely free of sand.

I am accordingly recommending the pumps as now installed to your approval.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By

George H. Otten
Landscape Engineer

GHO:AR

cc to: R. H. Baldock ✓
H. G. Smith

×

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon WPH 145-B

POST OFFICE BUILDING
PORTLAND, OREGON

September 2, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

FORM 5-A-1 8M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

FOR FILING

x

1456

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

August 25th, 1936

Mr. E. W. Ericksen, Inspector
Oregon State Highway Dept.
Irrigon, Oregon

RE: Pump Test.

Dear Sir:

You will please phone this office the day before the pump test is to take place. I am anxious to be present at the start, but in the event that I am unable to leave, you will keep accurate notes on any and all proceedings.

It is important that this test be made to our complete satisfaction. If at any time you are in doubt, phone in your questions.

I shall make every effort to be a witness myself.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By

George H. Otten
Landscape Engineer

GHO:AR

cc to: R. H. Baldock ✓
H. G. Smith

Cases at Castle Rock and Boardman

RECEIVED
MAY 27 1937
FOR FILING

143

August 18, 1936

O. E. Pierce & Frank L. Connor
212 N. Russell St.
Portland, Oregon

Gentlemen:

In reply to your letter of August 13th, relative to gasoline tax refund collected by J. J. Vetter (or J. J. Better), we have only to say that the main contractor is, and always has been, held responsible and liable for the financial obligations and transactions of the subcontractor. This arrangement may not appear fair from the view point of the main contractor, but the main contractor is the only one who has any control over the subcontractor, and certainly there is no reason why the owner (in this instance, the State) should be subjected to loss, extra expense and trouble, because the main contractor elects to subcontract the work instead of doing it himself as the owner would prefer.

With regard to the tax refund, your recourse is to collect from your subcontractor. If you have dealt with a subcontractor who is not responsible, we presume you will have to take the loss. There was no mistake on the part of the Secretary of State as he is not required to check on the employment relationships of persons claiming refunds; in fact, he could not have legally refused to make the refund, had he known that the claim was in connection with your contract.

We would prefer that the refund be returned by means of a check drawn in favor of the Secretary of State, either by your subcontractor or by yourself, but the return can be handled as a deduction from the final payment in connection with your contract. Please advise which way the matter is to be handled.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

212 N. Russell Street,
Portland, Oregon.
August 13, 1936.

[illegible] 14 1936

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: Attention - S. H. Probert

We have your letter dated August 11th, regarding refund of $77.70 to J. J. Vetter who had a sub-contract on the Artificial Oases Job.

We paid the Union Oil Co. bill for the gasoline used by Vetter on that job. We did not ask a refund on gasoline tax for that work. If it were paid Vetter it was without our authorization. It does not seem reasonable that the State department could pay such claims and then, charge the mistake to us. If such is the case we would have no control over what might transpire on the job. The writer, believes that the Contractor is entitled to approve or protest a claim before same should be allowed and then charged against him.

Very respectfully,
O.N.Pierce & Frank L Connor
By O N Pierce

August 11, 1936

O. N. Pierce & Frank Connor
212 North Russell Street
Portland, Oregon

Gentlemen:

We are today informed by the Secretary of State that a refund of $77.50 has been paid to your Subcontractor, J. J. Better, in connection with the gasoline tax on gasoline used in well-drilling operations performed under your contract for the creation of two artificial oases near Castle Rock and Boardman.

Under the provision given on Page 16 of your contract under the heading "Gasoline Tax Refund" the amount of this refund will operate as a credit to the State on the amounts due you under the contract, which credit will be taken as a deduction from your final payment, unless you prefer to arrange for payment in cash. Please instruct us as to which of these two alternate arrangements you prefer to have followed.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

August 11, 1936

Mr. Earl Snell
Secretary of State
Building

Dear Sir:

This is to acknowledge receipt of your letter of August 7th, relative to the refund to J. J. Better of motor fuel tax in the amount of $77.50 on gasoline consumed in a well-drilling rig operated under one of our state highway contracts.

We are very glad to have this matter brought to our attention, and we will take steps at once to have this refund returned to the State.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
AUG 8 1936
OREGON
STATE HIGHWAY COMMISSION

August 7, 1936

State Highway Commission
Mr. R. H. Baldock
Highway Engineer Bldg.
Salem, Oregon

Dear Mr. Baldock:

One, J. J. Better, presented a claim to this office in the sum of $77.50 for refund of motor fuel tax consumed in a well drilling rig. The claim was supported by proper invoices and was subsequently paid. It now appears that this gasoline might have been consumed by Mr. Better in connection with his contract with the Oregon State Highway Commission to drill wells. This contract provides that any motor fuel tax refund received upon motor fuel consumed in the performance of the contract shall operate as a credit to the Highway Commission, and I am, therefore, forwarding this information in order that proper deductions may be made upon payments subsequently made to Mr. Better.

Yours very truly,

Earl Snell

Secretary of State

S:CS

REFERRED TO
Project
State Highway [illegible]

Check this
& make a reply for me

FORM S-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

x

August 17th, 1936

Mr. E. W. Ericksen, Inspector
Oregon State Highway Dept.
Irrigon, Oregon

Dear Sir:

You have by now received Mr. Shannon's letter regarding the pump test. It will be impossible for me to witness the entire test, but I shall endeavor to be there sometime during the process.

Here are my plans for you: Our Milwaukie Memorial project is to be State Force construction. I want you for the timekeeper and inspector on the job. It will be necessary for you to live either in Milwaukie or Portland. The job will start about the first week in September.

You can leave Irrigon after the pump test is completed and arrangements for maintenance have been made.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By

George H. Otten
Landscape Engineer

CJ:AR

cc to: R. H. Baldock ✓
H. G. Smith

NOTED
State Highway Engineer

145-13

×

August 12, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of August 8, 1936, in which inquiry is made concerning the correct station description of the project limits for the Castle Rock Roadside Oasis, Project No. WPH 145-B.

Please be advised that the stationing shown on the title sheet is incorrect, and the correct stationing is that given in the detail plan sheets which show the project extending from Station 390+97 to 398+43.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

X

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. [illegible]

POST OFFICE BUILDING
PORTLAND, OREGON

August 8, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Title sheet for Oregon Works Program Highway Project WPH 145-B, the Castle Rock Roadside Oasis, on the Old Oregon Trail, in Morrow County, shows the project as extending from Station 390+23 to Station 397+72. Plan sheets 3, 4 and 5 show the project extending from Station 390+97 to Station 398+43.

As we must show the limits of the project in forwarding to the Regional Office the estimate submitted with your letter of July 30, 1936, and other papers necessary for the preparation of the project agreement, we will take no action until we hear from you which set of stations is correct.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

FORM S-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

145

August 11, 1936.

Entomology Dept.,
Oregon State Agricultural College,
Corvallis, Ore.

Gentlemen:

Among our recent projects of roadside improvement, was the creation of two artificial oases in the desert of Eastern Oregon. One near Castle Rock at highway point 165.5, about one-half mile west of Castle Rock and about twenty miles east of Arlington. The other is at mile point 177.1, about five miles east of Boardman and about fourteen miles west of Umatilla. Each Oasis is approximately 1,000 feet in length by 500 feet in width.

Wells were drilled at each site, an irrigating system installed, and trees and lawn grass planted. Lombardy Poplar, Sugar Maple. Black Locust and Russian Olive were the trees planted.

Many of the trees are dying in spite of the care that has been taken. Our inspector on the jobs, dug up several of the dying trees and found, what he termed, grubworms in the roots of each. It is his belief that these grubworms originated in the sheep guano we used for fertilizer.

Would it be possible for one of your field men to make a personal inspection of this condition?If not, will you please send us what data you have on the methods of combating a worm of this type. Your cooperation and immediate attention will be greatly appreciated by the Highway Commission, as well as the people of Oregon.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.
H. G. Smith,
Construction Engineer.

By

CJ/H

CC to R. H. Baldock
H. G. Smith

George H. Otten
Landscape Engineer.

NOTED
State Highway Engr

Form 338—5M—5-36

145BOE

×

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 8, 1936

t. Roadside Oases

25-1101

1841

May 15, 1936

letion July 1, 1936

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$ ....

....%

leted July 1, 1936

t development, instructions to contractors,

HYGIENIC LA
OREGON STATE BOAR TE
PORTLAND, OREGO.

OPERATION WITH THE
BLIC HEALTH SERVICE

WATER REPORT

Date 8/7/36

Lab. No. 73715 Date collected 8/3/36 Date received 8/4/36

City Boardman Collected by E.W.E.

Source Well(WPH-145C

The bacteriological analysis shows the water to be in C condition
A—Safe for drinking purposes.
B—Suspicious, probably contaminated. Another specimen should be sent.
C—Polluted and unsafe for drinking purposes.

REPORT TO BE SENT TO E. W. Ericksen

F. D. STRICKER, M. D.
State Health Officer.

(OVER)

WILLIAM LEVIN, DR. P. H.
Director of Laboratory.
Asst. Collaborating Epidemiologist, U. S. P. H. S.

---

s on each Oase.

4 or 5 Maple trees have dried up and died on each Oase this week.

I dug 3 of these trees up, to see why they should be dying now. On the roots of the trees I found where grub worms had been working on them. There was one live grubworm in the roots of each of the 3 trees.

NOTED

And I dug up one poplar tree that was half dead and very pale looking, in its roots I found 3 nice fat grub worms.

These worms must have come here in the sheep guano. Can anything be done to get rid off these worms?

So far no one has come to make the pump test

Signed E W Ericksen

Address Irrigon, Ore.

NOTED

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

Form 338—5M—5-36

145 Bee

~~EGON STATE HIGHWAY COMMISSION~~

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 8, 1936

Section [illegible] de Oases

Highway

Contractor

Date of con ..., 1936

Date work ... 1, 1936

Amount of ... %

Estimated c

Per cent of ... %

Engineering ..., 1936

Gene... ...ions to contractors, instructions

1. The standard methods of the American Public Health Association were used in testing this water.
2. Bacterial count 10,000 per cc.
3. Fermentation (Gas) Tube:

Amount	0.1 cc.	1.0 cc.	10.0 cc.	10.0 cc.	10.0 cc.	10.0 cc.	10.0 cc.
24 hrs.		m	m	m	m	m	m
48 hrs.		m	m	m	m	m	m

— = absent.
+1 = less than 10% gas.
+m = more than 10% gas.

4. Confirmation: B. Colon is present.
5. Gas in the fermentation tube usually indicates the presence of organisms of the B. Coli group. These organisms, which are very closely related to the typhoid bacteria, inhabit the intestinal tract of warm-blooded animals. Their presence in water, therefore, shows sewage contamination or pollution from surface drainage.
6. It is unsafe to drink a suspicious or polluted water.
7. With a low count, water showing gas in only one 10cc. tube is safe for drinking purposes.

NOTED
GEO. H. OTTEN

ach Oase.

4 or 5 Maple trees have dried up and died on each Oase this week.

I dug 3 of these trees up, to see why they should be dying now. On the roots of the trees I found where grubworms had been working on them. There was one live grubworm in the roots of each of the 3 trees.

And I dug up one poplar tree that was half dead and very pale looking, in its roots I found 3 nice fat grubworms.

These worms must have come here in the sheep guano. Can anything be done to get rid off these worms?

So far no one has come to make the pump test

NOTED
G. H. SMITH

Signed E. W. Erickson

Address Irrigon, Ore.

NOTED

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

145 B

Form 388—5M—5-36

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 8, 1936

Section Castle Rock & Boardman ... ide Oases

Highway ... 101

Contracto

Date of co ... 15, 1936

Date work ... ly 1, 1936

Amount of ... %

Estimated ... $

Per cent of ... %

Engineering ... 1, 1936

Gener instructions ... uctions to contractors,

HYGIENIC LA
OREGON STATE BOARD
PORTLAND, OREGO.

CO... OPERATION WITH THE ... UBLIC HEALTH SERVICE

WATER REPORT

Date 8/7/36

Lab. No. 73714 Date collected 8/3/36 Date received 8/4/36

City Castle Rock Collected by Ericksen

Source Well (WPH-145-B

The bacteriological analysis shows the water to be in C condition

A—Safe for drinking purposes.
B—Suspicious, probably contaminated. Another specimen should be sent.
C—Polluted and unsafe for drinking purposes.

REPORT TO BE SENT TO
E. W. Ericksen
% St. Hwy. Dept.
Hermiston, Oregon

WILLIAM LEVIN, Dr. P. H.
Director of Laboratory.
Asst. Collaborating Epidemiologist, U. S. P. H. S.

F. D. STRICKER, M. D.
State Health Officer.

(OVER)

... each Oase.

4 or 5 Maple trees have dried up and died on each Oase this week.

I dug 3 of these trees up, to see why they should be dying now. On the roots of the trees I found where grub worms had been working on them. There was one live grubworm in the roots of each of the 3 trees.

And I dug up one poplar tree that was half dead and very pale looking, in its roots I found 3 nice fat grub worms.

These worms must have come here in the sheep guano. Can anything be done to get rid off these worms?

So far no one has come to make the pump test

NOTED

Signed E W Ericksen

Address Irrigon, Ore.

NOTED

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

Form 338—5M—5-36

145B

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 8, 1936

Section Castle Rock & Boardman

Kind of work Const. Roadside Oases

Highway Columbia River

Section prefix 25-1101

Contractor O.N.

Date of contrac ... 5, 1936

Date work sta ... 1, 1936

Amount of con ... %

Estimated cos ... $

Per cent of co ... %

Engineering c ... 1, 1936

General instructions f ... ctions to contractors,

1. The standard methods of the American Public Health Association were used in testing this water.
2. Bacterial count Over 20,000 per cc.
3. Fermentation (Gas) Tube:

Amount	0.1 cc.	1.0 cc.	10.0 cc.	10.0 cc.	10.0 cc.	10.0 cc.	10.0 cc.
24 hrs.		l	l	m	m	m	m
48 hrs.		m	m	m	m	m	m

— = absent.
+l = less than 10% gas.
+m = more than 10% gas.

4. Confirmation: B. Colon is XX present.
5. Gas in the fermentation tube usually indicates the presence of organisms of the B. Coli group. These organisms, which are very closely related to the typhoid bacteria, inhabit the intestinal tract of warm-blooded animals. Their presence in water, therefore, shows sewage contamination or pollution from surface drainage.
6. It is unsafe to drink a suspicious or polluted water.
7. With a low count, water showing gas in only one 10cc. tube is safe for drinking purposes.

NOTED
GEO. H. OTTEN

... ach Oase.

4 ... nd died on each Oase this week.

I dug 3 of these trees up, to see why they should be dying now. On the roots of the trees I found where grubworms had been working on them. There was one live grubworm in the roots of each of the 3 trees.

NOTED

And I dug up one poplar tree that was half dead and very pale looking, in its roots I found 3 nice fat grubworms.

These worms must have come here in the sheep guano. Can anything be done to get rid off these worms?

So far no one has come to make the pump test

Signed E.W. Erickson
Address Irrigon, Ore.

NOTED

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

Form 338—5M—5-3

145B0E

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 8, 1936

Section Castle Rock & Boardman

Kind of work Const. Roadside Oases

Highway Columbia River

Section prefix 25-1101

Contractor O.N. Pierce & Frank Connor

Contract number 1841

Date of contract March 17, 1936

Date of completion May 15, 1936

Date work started " 23, 1936

Estimated date of completion July 1, 1936

Amount of contract $ 8,440.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $

Per cent of contract completed, based on total contract price %

Engineering cost to date, $, %

Date project was completed July 1, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Six days of sprinkling on each Oase.

4 or 5 Maple trees have dried up and died on each Oase this week.

I dug 3 of these trees up, to see why they should be dying now. On the roots of the trees I found where grubworms had been working on them. There was one live grubworm in the roots of each of the 3 trees.

And I dug up one poplar tree that was half dead and very pale looking, in its roots I found 3 nice fat grubworms.

These worms must have come here in the sheep guano. Can anything be done to get rid off these worms?

So far no one has come to make the pump test

NOTED

Signed E W Erickson

Address Irrigon, Ore.

NOTED

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	AINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	6				
Average force on project for week	2				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	Morrow COUNTY	OTHER SOURCES		
Men				2			2
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Hot & windy		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

FORM 5-A-1 10M 4-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

14513

+

August 4, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. W. Ericksen,
Inspector, O.S.H.D.,
Hermiston, Ore.

Dear Sir:

Regarding the slips you send in from Pennoch's Garage. Are they meant to be bills, or are they merely your confirmation of a bill that is to follow? If they are meant to be bills, please have Pennoch make out an itemized statement, in triplicate, and send it in to this office.

You may expect the pump test to be made this week.

Very truly yours,

R. H. Baldock,
State Highway engineer.

By

H. G. Smith,
Construction Engineer.

Dictated by
George H. Otten
H.

CC to
R. H. Baldock
H. G. Smith

145-B

July 30, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Castle Rock Landscaping Project, Project No. WPH 145-B.

Bid tabulations for the turbin pump and motor to be used on this project are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPH 145-B

CASTLE ROCK LANDSCAPING PROJECT

ON THE OLD OREGON TRAIL IN MORROW COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 16, 1936

All Required		Clearing and Grubbing		$ 450.00
150	lin. ft.	Drilling Deep Well	$3.50	525.00
203	rods	Woven Wire Fence	4.00	812.00
2	only	10' Gates with Locks	25.00	50.00
1	only	Pump House Complete		550.00
90	lin. ft.	2½" Pipe for Irrigating System	0.50	45.00
175	lin. ft.	2" " " " "	0.40	70.00
70	lin. ft.	1½" " " " "	0.35	24.50
585	lin. ft.	1¼" " " " "	0.30	175.50
376	lin. ft.	1" " " " "	0.25	94.00
730	lin. ft.	3/4" " " " "	0.20	146.00
[illegible]	lin. ft.	3/4" Hose Valve Outlets (Snap type)	1.25	25.00
5	only	50-ft. Lengths, 3/4" Garden Hose, Snap Valve Coupling	8.00	40.00
1	only	Manual Control Valve on Discharge Line	10.00	10.00
1	only	Manual Control Valve, 2" Size	9.00	9.00
5	only	Drain Valves, ½" Size	1.40	7.00
1	only	Extension Valve Key, 30", Wheel Handle	1.00	1.00
1	only	Relief Valve (Set for 125# Release)	10.00	10.00
1	only	Pressure Gauge 250# - 6" Diameter	10.00	10.00
7	only	Golf Course Type Sprinklers, Quick Coupling Attachment	10.00	70.00
All Required		Connecting Pump to Irrigating System		25.00
268	only	Populus nigra italica (10'-12')	1.00	268.00
69	only	Acer saccharum (10'-12')	1.75	120.75
31	only	Robinia pseudoacacia (10'-12')	1.25	38.75
55	only	Eleagnus augustifolia (5'-6')	1.00	55.00
2.5	cwt.	Oregon Rye Grass Seed	14.00	35.00
7	tons	Sheep guano	13.00	91.00
1	ton	Blood Meal	70.00	70.00
1	ton	Raw Bone Meal	50.00	50.00
80	bales	Peat Moss	3.00	240.00
1	only	Turbin Pump and Motor	1100.00	1,100.00
		Subtotal		$5,217.50
		10% Engr. & Cont.		521.75
		Total		$5,739.25

Length	0.141 mile
Cost per mile	$40,703.90

WPA Funds Requested- $5,739.25

Estimated Labor Required	2,500 man-hours
Cost of Labor	$1,600
Cost of Materials	$2,900

Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
Funds for Maintenance: Chap. 41, laws 1927

Oregon State Highway Department

U. S. Works Program
Project No. WPH 145-B

CASTLE ROCK LANDSCAPING PROJECT

ON THE OLD OREGON TRAIL IN MORROW COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 26, 1936

All Required		Clearing and Grubbing		$ 300.00
150	lin. ft.	Drilling Deep Well	$5.00	750.00
203	rods	Woven Wire Fence	3.30	669.90
2	only	10' Gates with Locks	27.50	55.00
1	"	Pump House Complete	450.00	450.00
90	lin. ft.	2½" Pipe for Irrigating System	0.95	85.50
175	" "	2" " " " "	0.66	115.50
70	" "	1½" " " " "	0.45	31.50
585	" "	1¼" " " " "	0.35	204.75
376	" "	1" " " " "	0.28	105.28
730	" "	3/4" " " " "	0.22	160.60
20	" "	3/4" Hose Valve Outlets (Snap Type)	5.00	100.00
5	only	50' Lengths, 3/4" Garden Hose, Snap Valve Coupling	10.00	50.00
1	"	Manual Control Valve on Discharge Line	20.00	20.00
1	"	Manual Control Valve, 2" Size	10.00	10.00
5	"	Drain Valves, ½" Size	5.00	25.00
1	"	Extension Valve Key, 30", Wheel Handle	2.00	2.00
1	"	Relief Valve (Set for 125# Release)	35.00	35.00
1	"	Pressure Gauge, 250#, 6" Diameter	9.00	9.00
7	"	Golf Course Type Sprinklers, Quick Coupling Attachment	10.00	70.00
All Required		Connecting Pump to Irrigating System		125.00
268	only	Populus nigra italica (10'-12')	1.10	294.80
69	"	Acer saccharum (10'-12')	1.60	110.40
31	"	Robinia pseudoacacia (10'-12')	1.40	43.40
55	"	Eleagnus augustifolia (5'-6')	1.05	57.75
2.5	cwt.	Oregon Rye Grass Seed	26.65	66.62
7	tons	Sheep Guano	17.00	119.00
1	ton	Blood Meal	77.50	77.50
1	"	Raw Bone Meal	55.50	55.50
80	bales	Peat Moss	2.00	160.00
1	only	Turbin Pump & Motor (State Force Item)	1500.00	1,500.00
			Subtotal	$5,859.00
			10% Engr. & Cont.	585.90
			Total	$6,444.90

Length	0.141 mile
Cost per mile	$45,708.51

WPA Funds Requested- $6,444.90

Estimated Labor Required	2,500 man hours
Cost of Labor	$1,600
Cost of Materials	$2,900

#124

145 B-C

July 29, 1936

O. N. Pierce &
F. L. Connor,
212 N. Russell St.,
Portland, Oregon.

Dear Sirs:

We have this date received from the Aetna Casualty & Surety Company, surety on your contract No. 1841 - Two artifical Oases on the Columbia River Highway in Morrow County, their consent to an extension of time to June 30, 1936, which was the date of completion.

In order to complete our file will you kindly furnish us with your formal application to accompany the consent of surety so that the matter can be presented to the Highway Commission.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

File

#1841

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

July 28, 1936.

Oregon state Highway Commission
Salem, Oregon

Gentlemen:

Re: O. N. Pierce and F. L. Connor

We hereby consent to an extension of time to June 30th, 1936 on contract No. 1841, Artificial Oases on the Columbia River Highway in Morrow County, Pierce and Connor, contractors.

Very truly yours,

THE AETNA CASUALTY & SURETY COMPANY

FCR/GG

By
Resident Vice-President

Attest: Fred C Reed
Resident Assistant Secretary

#1841

145 B & C

Ju[illegible] 29, 1936 -

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to C. N. Pierce and Frank Connor on Contract No. 1841 for the construction of two artifical Oases near Castle Rock and Boardman on the Columbia River Highway in Morrow County. This payment will be made on or after August 8, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

145 B&e

#1841o

July 25, 1936

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Mr. K. V. Lively.

Gentlemen:

We are returning herewith application of O. B. Pierce and F. L. Conner for an extension of time of thirty days on their contract No. 1841 - Artifical Oases on the Columbia River Highway in Morrow County.

You will please note that this application is dated May 4th and appears to be the same application which was submitted sometime ago when the time limit on this contract was extended to June 15, 1936. The original date of completion of this contract was May 15, 1936, and as the time limit has been extended to June 15th it will now be necessary for the contractors to apply for an extension of time to June 30, 1936, which was the actual date of completion.

The attached application cannot be accepted.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

cc to H. G. Smith.

#1841

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

July 24, 1936.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Contract No. 1841 - O. N. Pierce & F. L. Connor

We have executed and enclose herewith consent to a 30 day extension of time under the above contract for the Creation of Two Artificial Oases on Columbia River Highway near Castle Rock and Boardman in Morrow County.

Very truly yours,
BATES, LIVELY & PEARSON
By

GHG
Enc.

1451 3c

#1841

July 21, 1936

Mr. O. N. Pierce, &
Mr. Frank Connor,
212 Russell Street,
Portland, Oregon.

Dear Sirs:

You are advised that the time limit on your contract No. 1841 - construction of Bases on the Columbia River Highway in Morrow County, expired on June 15, 1936.

According to our records this contract was not completed until June 30, 1936. In order to complete our records it will be necessary for you to make application for an extension of time up to and including the actual date of completion. Please forward the application to this office with the written consent of your surety on the bond furnished in connection with the contract.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

cc to Mr. Geo. H. Otten.

FORM 0-A-1 10M 4-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

145

July 17, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. W. Remington,
Requisition Clerk,
Salem, Ore.

Dear Sir:

Received your inquiry regarding the invoice for two pumps received from the John Bean Mfg. Company.

I am holding the invoice for approval until a satisfactory test of the pumps has been completed. The test will take place at an early date.

Yours very truly,

George H. Otten,
Landscape Engineer.

GHO/E

CC to
R.H. Baldock ✓
H. G. Smith

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

145

July 16, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. W. Erickson,
Inspector,
Hermiston, Ore.

Re: Windows for Pump House NC
Oasis 25-1101

Dear Sir:

I am enclosing a copy of a letter for your files that covers the wood sash windows with metal bars.

Mr. Otten has returned and will see you at an early date.

Yours truly,

GEORGE H. OTTEN,
Landscape Engineer,

By

L. N. Dow,
Resident Engineer.

LND/H

CC to
R.H. Baldock ✓
H. G. Smith

FORM S-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

115

July 14th, 1936

John Bean Mfg. Co.
San Jose, California

Attention: Howard L. Shannon, Ass't Sales Mgr.

Dear Sir:

With reference to yours of July 9th, regarding testing pumps near Irrigon with Collins Flow Meter, we wish to advise that Mr. Otten is out of the state attending a national convention. He will be back Thursday morning, July 16th, and the matter will be brought to his immediate attention in order that he might wire you his decision as to the manner of testing this equipment.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock ✓
George H. Otten

145

July 10, 1936

NOTED
State Highway Engineer

Mr. E. W. Ericksen,
Inspector,
Hermiston, Ore.

RE:- Oasis Irrigation and Cultivation as
per telephone conversation

Dear Sir:

The 90 day period of irrigation and cultivation is definitely specified, but the forty man days is an approximation for the convenience of bidders only to be used to compute the necessary 4000 man hours as specified on page 20 of the special provisions.

It is desired that the grass be watered when necessary to give it every advantage possible.

Paragraph on payment - page 16 says "Payment for the work, material and supplies required in connection with the ninety day period of irrigation and cultivation, will be made on the basis used in payment for extra work as specified on page 17 and 18 of the standard specification form" in other words force account;

For that reason as force account timekeeper it will be necessary for you to keep accurate account from July 1, to the close of the 90 day period of all labor, material and supplies, including gasoline and oil and any other item that in any way might be involved in the final payment.

I expect to see you Wednesday July 15th, and at that time we can cover any details that you may wish to bring up.

Yours truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

H. G. Smith,
Construction Engineer.

By

Geo. H. Otten,
Landscape Engineer.

Dictated by
L. N. Dow
H.

CC.to
R.H. Baldock ✓
H. G. Smith

FORM 8-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

FORM S-A-1 10M 4-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

June 29, 1936.

John Bean Mfg. Company,
Division of Food Machinery Corporation,
San Jose, Cal.

Attention - Howard L. Shannon

Dear Sir:

The basis on which these bids were awarded for the two pumps was very carefully set forth in the specifications. The purchase order merely confirms the award subject to all the specifications attached to and a part of your bid proposal.

Your salesman Mr. Mors fully understands the requirements and has been asking me to permit a WIER test at the pump site. As the matter now stands, I have no way of knowing the actual pump performances or has your company made any effort to inform the State Board that the equipment sold them delivers the water specified under the conditions set forth in your bid proposal.

The fact that a new well is pumping a little sand in no way relieves your company approving the performance requirements of the installed equipment.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

H. G. Smith,
Construction Engineer.

By

Geo. H. Otten,
Landscape Engineer.

GHO/H

CC to
R.H. Baldock
H. G. Smith

FORM 8-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

1142

June 26th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. W. Erickson, Inspector
State Highway Department
Hermiston, Oregon

RE: Well Casing at Castle Rock Oasis.

Dear Sir:

Mr. Vetter, the well driller, knows perfectly well that he could not have drilled a hole at Castle Rock unless he furnished a casing.

The reason the specifications mentioned that casing was not required was because the normal procedure would be to start a hole in mud, dirt or sand and drill through to bed-rock. Ordinary practice, therefore, requires casing until the bed-rock is reached, and then the casing after the solid rock is encountered. At Castle Rock, Vetter hit ledge stone on top and quicksand stratas underneath. How he could drill through this sand without casing, I am unable to tell you, except by driving casing pipe through the sands. To case off this sand, therefore, he must punch through this casing pipe from the top, and any well driller who claims to have had the experience Mr. Vetter has had in the middle Columbia River territory, would know what to expect the minute he saw the rock on the surface at the Castle Rock Oasis.

Perhaps Mr. Vetter did not visit the site, or if he did so, did not see any rock. In either event, he can in no way blame the Highway Commission for this. I doubt if he cased the well at the Boardman Oasis after he punched through the sand. He was not required to do so, and since he is not asking for an extra, I suspect he was not forced to case below the sand.

Mr. Vetter was asked to drill a well and deliver 75 gallons a minute. To fulfill his contract he had to drive casing in order to show you this amount of water. If he had to go deep or shallow, the Highway Commission rewarded him accordingly. To keep him from going through to China, however, we set a limit to the reward he was to receive for drilling deep.

It was perfectly clear in the beginning to Vetter and is perfectly clear to me at this time.

I hope to see you this coming week. In the meantime, if you have any trouble let Mr. Vetter know that I do not even consider he has a claim.

Very truly yours,

George H. Otten
Landscape Engineer

GHO:AR

cc to: R. H. Baldock ✓
H. G. Smith

FORM S-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

June 18th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

The John Bean Mfg. Co.
San Jose, California

Attention: Mr. Howard L. Shannon.

Dear Sir:

I am in receipt of a report from our field inspector that the pumps are apparently causing some difficulty.

This trouble may be because the equipment is new, but in any event, no tests have been conducted as specifically required in the specifications.

In a letter to Mr. Moss, your local agent, I agreed to allow these tests to be conducted at the Portland Oregon United States Moorage grounds, but as yet have not heard when these tests are to be conducted.

The specifications require an engineer representative from this department to be present at these tests, and I would like information regarding them as soon as possible.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By

George H. Otten
Landscape Engineer

GHO:AR

cc to: R. H. Baldock
H. G. Smith

FORM 9-2-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

145 B

June 15th, 1936

Mr. E. W. Erickson, Inspector
State Highway Department
Hermiston, Oregon

RE: Cast Iron Grilles

Dear Sir:

I am in receipt of your letter of June 12th, in which you explain the trouble Pierce is having with the ventilator grilles on the pump house.

Because no one in the territory seems to handle the cast iron grilles, it will be satisfactory to me to have them fabricated out of 8 gauge sheet metal, either stamped out of a solid sheet or woven in a basket weave pattern out of 8 gauge ½" wide galvanized metal strips leaving approximately 1½" opening. This grille securely locked in a wooden frame would prove satisfactory. I do not want a wire mesh grille if I can get the metal one instead.

Tell Mr. Pierce that the Standard Fence Co., who supplied him with the woven wire fence for the oases, can fabricate this grille for him. At any rate, they could notify me of the standard stock materials they carry, and I could work out a satisfactory grille with their Portland representatives.

While the grilles are stock standard for some manufacturers in the east, it would be too much of a delay to wait for their arrival.

I would be able to inspect these grilles for approval before shipping to the oases.

If any of our waterlilies have slipped their anchors, you might gather them some day soon and reweight them.

Yours very truly,

George H. Otten
Landscape Engineer

GHO:AR

cc to: R. H. Baldock
H. G. Smith

#1041

Irrigon Ore June 8/36.

R H Baldock.
State Highway Engineer.
Salem Ore.

Dear Sir:

I wish to thank Your office for information you gave me in regard to the claim I had against Pierce and Connor. Which I released Some time ago.

The men that dug the trees, changed their count when they loaded them out. so I let it go.to save time and trouble. Buth I was not mistaken.

Sincerely Yours.
Geo Hendrick
Irrigon Oregon.

NOTED
H B GLAISYER

REFERRED TO
BY SECRETARY

noted on card

FORM 6-A-1 5M 2-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1451

OREGON STATE HIGHWAY COMMISSION

SALEM

June 3, 1936

IN REPLY PLEASE
REFER TO FILE NO.

~~Mr. E. W. Erickson,~~
~~Hermiston, Ore.~~

NOTED
State Highway Engineer

Dear Sir:

Please check these invoices with the pumps as delivered. Return as soon as possible.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.
H. G. Smith, Construction Engr.
By

Geo. H. Otten,
Landscape Engineer.

GHO/H

CC to
R.H.Baldock
H. G. Smith

145

May 22, 1936

Mr. Carl V. Mauts, Attorney
Bates, Lively & Pearson
General Agents
Yeon Building
Portland, Oregon

Dear Sir:

Acknowledgment is made of receipt of your letter of May 20, with reference to the O. H. Pierce & Frank Conner contract No. 1841, artificial oases on the Columbia River Highway near Castle Rock and Boardman in Morrow County.

You are advised that this contract is approximately 67% complete at the present time. The total amounts paid the contractors to date are $1,949.08 and the retained percentage is $343.95.

The estimated date of completion is June 15, 1936.

The only claim of which we have knowledge is the one mentioned in your letter of George Hendrick's.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

#1841

✓

MAY 21 1936

ACCIDENT AND LIABILITY DEPARTMENT
ÆTNA LIFE INSURANCE COMPANY
THE
ÆTNA CASUALTY AND SURETY COMPANY
AUTOMOBILE INSURANCE COMPANY
OF HARTFORD, CONNECTICUT.
MORGAN B. BRAINARD, PRESIDENT.

BATES, LIVELY & PEARSON,
General Agents,
YEON BUILDING,
GEORGE A. MERCER, Adjuster,

PORTLAND, ORE.,

May 20, 1936.

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon,

Re: Contract No. 1841 - O. N. Pierce and
Frank Connor

Dear Sir:

Will you please advise us of the present status of this contract and whether there are any claims on file other than those of George Hendrick. If the contract has been completed will you please advise us of the affirmative date of acceptance by the commission?

Yours very truly,

Carl V. Mautz
Attorney.

CVM:M

Earned - April 10 - $2,293.03
Ret'd - $343.95
Pd. $1,949.08

6706

FORM 5-B-1 1M 4-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. S. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

May 20, 1936.

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. W. Ericson,
Hermiston, Ore.

RE-Level for Oasis Construction

Dear Sir:

NOTED
State Highway Engineer

I have been unable to locate an extra level to ship you and am wondering if you could perhaps borrow a level at the Pendleton office. You might try because it looks like the end of next week before I can locate an extra level here in Salem.

Yours very truly

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith,
Construction Engineer

By

George H. Otten,
Landscape Engineer.

GHO/H

CC to
R.H. Baldock
H. G. Smith

14513

#1841 ✓

May 18, 1936

Mr. George Hendrick
Irrigon, Oregon

Dear Sir:

This acknowledges your letter of the 14th inst., advising us of your claim in the amount of $52.00 against Pierce & Connor, contractors for the construction of the oases adjacent to the Old Oregon Trail in Morrow County.

The contract to which you refer is State Highway Contract No. 1841 and was awarded on March 17, 1936 to O. N. Pierce, Portland, Oregon and Frank Connor, Portland, Oregon, doing business at 212 N. Russell St., Portland, Oregon. In connection with this job Pierce & Connor were required to furnish the state with a surety bond for the protection of claims that may arise out of this work. This bond is with the Aetna Casualty and Surety Company, for whom Bates, Lively & Pearson, Yeon Building, Portland, are the agents.

We refer this bond to you for the protection of your claim and suggest that you file a notice of your claim with these agents of the bonding company. If you secure no satisfaction by so doing then you still have recourse to action in the courts, and we further suggest that you file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws of 1931, a mimeographed copy of which I am inclosing for your ready reference.

In accordance with our usual practice we will today call the attention of the bonding company to your claim.

Trusting that you will secure satisfaction in the near future, I remain

Very truly yours,

Secretary

HBG:dp
encl.

[illegible] Or 9/30 1841 ✓

[illegible] Babcock
[illegible] [illegible]
[illegible] Or

ACKNOWLEDGED
H. B. [illegible]

Dear Sir:
[illegible] regarding Trees [illegible] be [illegible] Contractors of Parks at [illegible] and [illegible] Castle [illegible] [illegible] the writer sold to them 130 trees in April and have received a dirty letter so far which I have not answered.

It looks like I must enforce collection in that case. The price of the trees is 40¢ per each, and all cost to me for collection.

They try to beat down, so I must [illegible] up to make the interesting, and I think if you put Erikson on the carpet you can find they are on the "beat"

I am asking you to hold off that estimate, or consider this a bill of $52.00, that will be more later. I was to have cash deal from them. If this letter is not in form that ~~[illegible]~~ plain what I mean please revise.

(over)

Page 2

I have to be absent from home for a week or so more, but avoid it. But I think I know a HE man when I see him or when he writes me. And I'm sure in a deal with a "Bill"

I am at La Grande Ore about 8 or 10 days yet.

Sincerely Yours

G. H. [illegible]
Surgeon C.W.

(inmate)

RECEIVED
MAY 1[illegible] 1936

145 B & C

May 18, 1936

Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that we have just received from George Hendrick, Irrigon, Oregon, advising us of his claim in the amount of $52.00 against contractors Pierce & Connor, who are constructing the oases for the State Highway Commission along the Old Oregon Trail in Morrow County under Contract No. 1841.

This information is given you inasmuch as you appear as surety on the bond furnished us by the contractors in connection with this job.

Very truly yours,

Secretary

HBG:DP
encl.
CC O. N. Pierce & Frank Connor
212 N. Russell St.
Portland, Oregon

145 C + D

May 18, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of Mr. Smith's letter of May 9th requesting consent to an extension of thirty days' time to O. H. Pierce and Frank L. Conner, contractors on the oases near Boardman, Oregon WPH 145-C, due to having difficulty in the drilling of the well.

As we understand the situation, the difficulty mentioned is due to conditions arising which could not have been foreseen at the time of awarding the contract, and we are therefore willing to recommend an extension of thirty days.

Very truly yours,

W. H. LYNCH
District Engineer

FORM 5-S-1 1M 4-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

145

May 9th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

O. N. Pierce & Frank L. Connor, contractors on the oases near Boardman, Oregon, have requested a thirty day extention of time on account of the trouble they are having in drilling the well.

Will you kindly give your consent to this extension.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

145 B+C

May 7, 1936

O. N. Pierce and Frank Connor
212 N. Russell
Portland, Oregon

Gentlemen:

We are returning you herewith Certified Check No. 717, dated March 12, 1936, drawn on the Union and Russell Branch of The First National Bank of Portland in the amount of $600.00 and submitted as your bid deposit on March 13, 1936 for the project calling for the creation of two roadside oases near Castle Rock and Boardman on the Columbia River Highway in Morrow County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DP
encl.

CC Pierce and Connor
Boardman, Oregon

14513 r c

May 6, 1936

O. N. Pierce & Frank Connor
212 N. Russell Street
Portland, Oregon

Gentlemen:

By express we are forwarding to you today a fully executed copy of contract No. 1841 awarded to you on March 17, 1936 for the creation of two artificial oases near Castle Rock and Boardman on the Columbia River Highway in Morrow County.

This copy is for your records and files.

Very truly yours,

Secretary

P.S. your bid deposit will be returned tomorrow

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

RECEIVED
MAY 6 1936
OREGON
AY COMMISSION

May 5, 1936.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Contract No. 1841 - O. N. Pierce & Frank L. Connor

We have executed and enclose herewith consent to a 30 day extension of time under the above contract, for the Creation of Two Artificial Oases on Columbia River Highway near Castle Rock & Boardman in Morrow County.

Under date of April 10th we forwarded to you contract and bond in quadruplicate on this project with the request that you return one copy to us after these had been signed. We have not as yet received this copy and are wondering if we may have same at an early date.

Very truly yours,

BATES, LIVELY & PEARSON

By Fred A Reed

GHJ

Enc.

May 6, 1936

Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We are sending to you today by express a fully executed copy of contract No. 1841 which was awarded to Ol N. Pierce and Frank Connor on March 17, 1936, for the creation of two artificial oases near Castle Rock and Boardman on the Columbia River Highway in Morrow County.

This copy is being sent to you since you appear as surety on the bond, and is for your records and files.

Very truly yours,

Secretary

DP

FORM 5-B-1 1M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

145 B C

April 28, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Messrs. Pierce & Connor,
212 N. Russell St.
Portland, Ore.

RE:- Arlington Oasis - Sub Contract
on Well Drilling

NOTED
State Highway Engineer

Dear Sir:

Your sub-contract with J.J.Vetter for the drilling of two wells on your Oasis project is satisfactory and meets the approval of this department.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

H. G. Smith,
Construction Engineer

By

Geo. H. Otten,
Landscape Engineer

GHO/H

CC to
R. H. Baldock
H. G. Smith

FORM 5-81 1M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

14512#

April 28, 1936.

Mr. R. W. Erickson,
Hermiston, Ore.

Dear Sir:

NOTED
State Highway Engineer

Your report on the well received and I can only urge you to stand by and hope for a break. He agreed to drill 300 feet as a maximum on a unit price basis and anything can happen from 200 feet on down. I don't want a pump house out on a piling-pier in a river if I can help it, but we can always do this when we decide to give up drilling. Water is where you find it, and for all anyone can tell the next foot might mean an artesian well. I want to get up to see you as soon as I can next week and go over to La Grande with you on the willow tree planting project.

As far as the well is concerned, I have guaranteed offers for twice the flow made to me orally, and in writing for 75 g.p.m. after the logs of the existing vicinity wells were carefully checked. These bids were "no water - no pay." So hold your breath. The deeper the well, the shorter the shaft because of the greater water lift in the hole. So the depth is perhaps saving us money on the pumps.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

H. G. Smith,
Construction Engineer.

By

Geo. H. Otten,
Landscape Engineer.

GHO/H

CC to
R.H. Baldock ✓
H. G. Smith

FORM 9-A-1 5M 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

April 23rd, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. W. Erickson
State Highway Dept.
Boardman, Oregon

NOTED
State Highway Engineer

Dear Eric:

I am enclosing the set of plans, provisions and special instructions on the La Grande job.

Please send in your request for supplies needed. Also let me know if you want the things sent to Boardman, as usual, or to La Grande.

Yours truly,

George H. Otten
Landscape Engineer

By

L. N. Dow
Resident Engineer

LND:AR
Enc.

cc to: R. H. Baldock ✓
H. G. Smith

145 D C

April 21, 1936

Mr. Dan Fry, Secretary
State Board of Control
Building

Dear Sir:

With reference to the bids received for pumps to be used in highway construction, advise that the pumps are intended for installation in a road beautification project to be paid for with federal funds. The Federal Government will not participate in the cost unless the award is made to the low bidder.

I addressed a communication to you under date of April 6, attached to the tabulation of bids received, and recommended that the award be made to the low bidder but neglected to inform you that the pumps were to be used on a federal project and that the State was, in effect, acting as an agent of the Federal Government in the purchase. Therefore, I hasten to inform you of the status of the matter to the end that you may give the proper consideration in determining the award.

Very truly yours,

State Highway Engineer

RHB:HI

FORM 8-A-1 5M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

145 B 8 6

April 18, 1936

IN REPLY PLEASE
REFER TO FILE NO.

O. W. Pierce Company,
212 North Russell Street,
Portland, Ore.

Dear Sir:

I would like to call your attention to Page 1 of the Special Provisions in your Contract No.1841, with the Oregon State Highway Commission, under articles headed "Sub-letting or Assigning Contract."

I am referring especially to the well drilling sub-contract being performed by Mr. Vetters.

Kindly submit to me at your earliest convenience a request for permission to sublet so that I can conform to the regulations required under this contract. Also to furnish certified copies in duplicate of the signed contract between yourselves and Mr. Vetters, as per instructions under Section 5, Page 12, in General Provisions.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

H. G. Smith,
Construction Engineer.

By

Geo. H. Otten,
Landscape Engineer.

NOTED
State Highway Engineer

GHO/H

CC to
R.H. Baldock
H. G. Smith

145 B-C

April 21, 1938

Pierce & Connor
Boardman, Oregon

Attention Frank L. Connor

Gentlemen:

This acknowledges receipt of your letter of April 20 forwarding four copies of the contract recently awarded you by the Highway Commission for the construction of oases near Castle Rock and Boardman. These are now being presented to the members of the Highway Commission for execution, following which fully executed copies will be returned to you and to your bondsman.

We note your request for the return of your certified check which you deposited with your bid for this job. I regret that the practice of the State Highway Commission prohibits the return of this check until the contracts have been fully executed and approved by the Attorney General. I will see that this matter is expedited as much as possible.

Very truly yours,

Secretary

HBG:MBL

RECEIVED
APR 21 1936
OREGON
[illegible] COMMISSION

Boardman, Oregon
April 20th 1936

State Highway Commission
Salem, Oregon
Gentlemen:-

I am sending you under seperate cover, four signed copies of the contract for the two Oases near Boardman, Oregon.

These documaents came to the express office here and were mislaid for several days and for this reason I would like the certified check for $600.00 returned as soon as possible.

Yours truly

Pierce and Connor

By Frank L Connor

ANSWERED
H. B. G.

FORM 8-A-1 5M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

145138

April 13, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. W. Ericksen,
Inspector,
Boardman, Ore.

Dear Sir:

In regards to our April estimate the statement of construction materials on hand.

The allowable unit price is 90% of the actual cost of the items to the contractor.

Please have them furnish copies of bills to cover the items as listed on estimate for April 10th.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

Geo. H. Otten,
Landscape Engineer.

By

L. H. Dow,
Resident Engineer.

GHO/H

CC to
R. H. Baldock

Highway Engineer

145 G

		Salem Steel & Supply	Worthington Pump & Mach.	Bingham Pump Co.	John Bean Mfg. Co.
Guaranteed Characteristics	Capacity, G.P.M.	75	75	75	75
	Shut Off Head-feet	607	445	475	470
	H.P.input @ 75 GPM	10.88	12.5	10.5	10
Efficiencies	Pump Only	70%	63%	76%	75.5%
	Pump & Column Comb.	67.2	60.5	72	73.5
	Engine Only	19.3		23½ Thermal Eff.	81.5 Mechanical Eff.
	Combined	12.96		16.9	59.8
Engine Rating	R.P.M.	1200	1200	1800	1450
	Fuel Consumption per Hr.	1.21 Gals		.55 to .60 lbs. per HP Hour	6 lbs. per hour
Bid Price	Unit complete, each	$1619.75	$1465.00	$1698.00	$1100.00
	H.P. input X $100	$1130.00	$1250.00	$1050.00	$1000.00
	Total for comparison	$2749.75	$2710.00	$2748.00	$2100.00
	Deduction for each 10'	$41.45	$22.00	$27.30	$20.00
	Addition for each 10'	$41.45	$22.00	$34.30	$20.00
Time Required		33 to 37 days	21 days	10 days	16 days
Name of Manufacturer		Fairbanks Morse Co.	Worthington Pump & Mach.	Bingham Pump Co.	John Bean Mfg. Co.
Location of Factory		San Francisco,Cal.	Harrison, New Jersey	Portland, Ore.	San Jose,Cal.
Name of Agent			A. C. Haag Co.		Geo. L. Mors
Address of Agent		Portland, Ore.	Portland, Ore.		Portland, Ore.
Address of stock of parts		Portland, Ore.	San Francisco,Cal.	Portland, Ore.	San Jose,Cal.
Number of Stages		27	19	16	22
Pump Bowl - Material		Nickel Iron Bowls	Cast Iron	Chrome Nickel iron	Chrome Nickel Iron
Diameter		5-1/8"	7½"	8"	7½"
Pump Shaft- Material		Stainless Steel	Stainless Steel	Stainless Steel	Stainless Steel
Diameter		3/4"	1"	1-3/16"	1-3/16"
Line Shaft- Material		Precision Grd.Steel	Steel SAE 1020	Cumberland Ground & polished	Union Drawn Steel
Diameter		3/4"	1"	1-3/16"	7/8"
Length of Sections		10'-0"	10'-0"	10'-0"	10'
Oil Shaft Tube - Material		1¼" Ex. Hvy. Hyd.pipe	Black Steel Ex. Hvy.	Ex.Hvy.Black Seamless pipe	Ex. Strong black steel
Inside Diameter		1.278"	1.5"	2"	1½"
Thickness of Shell		.191"	.2"	0.218"	.200
Weight per foot		2.996#	3.63#	5.02#	3.63#
Length of Sections		5'-0"	5'-0"	10'	5'-0"

		Salem Steel & Supply	Worthington Pump & Mach.	Bingham Pump Co.	John Bean Mfg. Co.
Outer Discharge Column -	Material	Steel Pipe	One Discharge Column	Std. wrt.steel pipe	Black steel pipe
	Inside Diameter	5.047"		5"	5.047
	Thickness of Shell	.258"		0.258"	0.258
	Weight per foot	14.617#		14.8	14.8
Inner Discharge Column -	Material	1½" Ex.Hvy.Hyd.pipe	Black Steel	Ex.Hvy.Black seamless steel pipe	Ex.Strong black steel
	- Inside Diameter	1.278"	4.5"	2"	1½"
	Thickness of Shell	.191"	.25"	0.218"	0.200
	Weight per foot	2.996"	12.54#	5.02	3.63
	Length of Sections	5'-0"	10'-0"	10'-0"	5'-0"
Line Shaft Bearings	- Materials	Leaded Bronze	Bronze	Bronze	Bronze
	Spacings C to C	2'-6"	5'-0"	5'-0"	5'-0"
Impeller	- Materials	Bronze	Bronze	Bronze	Semi steel porcelain enamel
	Open or Closed	Closed	Closed	Optional	Closed
	Method of fast.to shaft	Taper sleeve & lock nut	Cone bushing & nut	Locked or key-seated-optional	Split steel Taper bushing
Engine -	Manufacturer	Climax	Hercules	Waukesha	Herucles
	Type	F.M. 3 Ind. Unit	IXB	FU	IXB
	No. of Cylinders	4	4	4	4
	H.P. Rating	13.1 @ 1200	20 @ 1200	15	25.5 @ 1500

#1841

145 B & C

April 11, 1936

Mr. O. N. Pierce &
Mr. Frank Connor,
212 N. Russell Street,
Portland, Oregon.

Dear Sirs:

We are returning to you by express the four copies of contract No. 1841 - Creation of two artifical Oases near Castle Rock and Boardman in Morrow County.

You are advised that before this contract will be acceptable it will be necessary for Mr. Frank Connor to sign both the agreement and bond part of the contract. Will you please have this done and return the copies to this office.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 9-A-1 8M 1-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

145 R & C

April 11, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. C. C. Wine,
Truscon Steel Company,
2139 Kerby Ave.,
Portland, Ore.

Res- Oasis at Castle Rock & Boardman

Dear Sir:

NOTED
State Highway Engineer

I have written Mr. O. N. Pierce, the contractor, full instructions regarding the size of the steel sash to be used. Kindly refer to him for further instructions.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

H. G. Smith,
Construction Engineer.

By

Geo. H. Otten,
Landscape Engineer.

GHO/H

CC to
R.H. Baldock ✓
H. G. Smith

FORM 5-A-1 5M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

BATES, LIVELY & PEARSON

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

14[illegible]

April 11, 1936

NOTED
State Highway Engineer

Mr. O. N. Pierce,
212 N. Russell Streets,
Portland, Ore.

Dear Sir:

You are hereby authorised to use the wood sash made with betal bars, using the 9 x 12 lights.

The O. M. Size to be 2'7" x 4'5" as per your letter of April 10, 1936.

Kindly notify the Truscon Steel Company as to this decision.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

H. G. Smith,
Construction Engineer.

By

H. G. Smith,
Construction Engineer.

GHO/H

CC to
R.H. Baldock ✓
H. G. Smith

145 15 C

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

APR 11 1936

April 10, 1936.

Oregon State Highway Commission

Salem, Oregon

Gentlemen:

Re: Contract No. 1841 - O. N. Pierce &
Frank Connor

We are sending you under separate cover contract and bond in quadruplicate for the above parties for the Creation of Two Artificial Oases on Columbia River Highway near Castle Rock & Boardman in Morrow County.

When these contracts have been signed, will you kindly return one copy to our office as is your usual custom.

Very truly yours,

BATES, LIVELY & PEARSON

GHJ

By Fred Reed

FORM 5-A-1 5M 1-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

145 B-C

April 9, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. M. Bishop,
Maintenance Engineer,
Office.

RE:- Oases Turbine Pumps
& motors.

NOTED
State Highway Engineer

Dear Mr. Bishop:

Herewith attached is a letter from the factory representative of the John Bean Mfg. Company that I believe is entirely satisfactory and so far as Mr. Halik and myself can ascertain this proposal now conforms to the specifications.

The John Bean Mfg. Co., being the low bidder, I accordingly recommend acceptance of their bid proposal.

Yours very truly,

Geo. H. Otten,
Landscape Engineer.

GHO/H

CC to
R. H. Baldock
H. G. Smith

FORM 5-A-1 5M 1-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

April 9, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. B. W. Erickson,
Boardman, Ore.

Dear Sir:

NOTED
State Highway Engineer

The data for our monthly estimate from Eastern Oregon, is up to and including the 10th of each month. We are returning this copy for completion.

Our information is for you to send original copy of weekly payroll summary direct to E. H. Lynch, 312 New Post Office Bldg., Portland, Ore.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By
H. G. Smith,
Construction Engineer.

By
Geo. H. Otten,
Landscape Engineer.

GHO/H

CC to
R.H. Baldock
W. C. Williams

FORM S-A-1 5M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. YOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

145 Bre

April 9, 1936.

IN REPLY PLEASE REFER TO FILE NO.

Truscon Steel Company,
2135 N. Kerby Ave.,
Portland, Ore.

Attention - Mr. C. C. Nims

RE-Oasis at Castle Rock & Boardman

Dear Sir:

Your letter requesting allowance to use the Standard size sash 2'-1 5/8" x 4'-8" instead of the size indicated of 2'-6" x 4'-4", while it is close to the size specified, however changes the sash to a double row of light instead of 3 as shown on the plan.

Kindly let me know your closest standard to the window as specified having an odd number of vertical panes as shown on the plans.

I am most anxious to get a window 3 lights wide by 4 lights high.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER.

H. G. Smith,
Construction Engineer.

By

Geo. H. Otten,
Landscape Engineer.

GHO/H

CC to
R.H. Baldock
H. G. Smith

FORM 8-A-1 5M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

145 B e

April 9, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

H. W. Truscott Company,
2209 S.E. Powell Blvd.,
Portland, Ore.

NOTED
State Highway Engineer

Dear Mr. Truscott:-

Your name is accordingly placed under the proper dealer lists as per your written request of March 30, 1936.

The equipment needs for the oasis improvements have been awarded the contractors, Messrs. Connor and Pierce, and who are at present at work on the construction of these projects.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

H. G. Smith,
Construction Engineer.

By

Geo. H. Otten,
Landscape Engineer.

GHO/H

CC to
R.H. Baldock ✓
H. G. Smith

14533-C

April
6th
1936

State Board of Control

Building

Gentlemen: Attention - Dan. J. Fry

After carefully checking over bid tabulation #92 supplied in response to our requisition dated March 17 for two deep well Turbine pumps complete with motors, installed in 8" deep wells located at mile posts 165.5 and 177.1 on the Columbia River highway between Arlington and Umatilla, Oregon, I wish to recommend that the bid be awarded to the John Bean Manufacturing Company, Division of Food Machinery Corporation, San Jose, California, on their bid of $1100 per unit or a total of $2200.

This is the lowest bid received.

Very truly yours,

State Highway Engineer

RHB/JNB/er

cc J. N. Bishop

FORM 5-A-1 5M 1-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

145138

April 3, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. W. Erickson,
Inspector-Oases Construction,
Boardman, Ore.

RE:-Pay Roll Sheets

Dear Sir:

I am returning for correction the payroll sheets although Mr. Basnett says this is not customary, therefore he wants you to hurry them back.

Basnett pointed out that it is not compulsory for the contractor to deduct 1 cent per day per man from the man's pay check, but the contractor will be held however for this contribution of 1 cent per day for every day worked or any fraction thereof, regardless of the number of hours worked.

Furthermore, Column No. 10 should be plainly marked to show what the deductions are made for, as per example (Industrial Accident).

Workman No. 9 - Emile Nash, is closed as Carpenter at 75 cents. This classification should be changed to "rough carpenter" or else pay the man carpenters' wages at $1.20 per hour. See page 3 Special Provision Yellow Sheets.

Workman No. 10 and workman No. 23 show a total of 9 hours on Tuesday and only 7 hours on Wednesday. Have Mr. Connor check this for clerical error.

I am enclosing Form 24 for final correction.

Your report on the well received this A.M. Will try to get up to see you as soon as I can. Be sure to get the well drillers to log the various stratas of rock encountered. Have finished the LaGrande-Hot Lake plans for the next letting.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

H. G. Smith,
Construction Engineer.

By

Geo. H. Otten,
Landscape Engineer.

GHO/H

CC to
R.H. Baldock
H. G. Smith

FORM 5-A-1 5M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

14513-2

OREGON STATE HIGHWAY COMMISSION

SALEM

April 3, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. O. N. Pierce,
212 N. Russell,
Portland, Ore.

Re-Arlington Oasis
Contracts

Dear Mr. Pierce:

I do not expect to make the trip to Boardman until next week. If this is not too late, I could take them up then. You could let me know by calling Trinity 9600 and leave the message.

Yours very truly,

GEO. H. OTTEN,
Landscape Engineer.

GHO/H

CC to
R.H. Baldock
H. G. Smith

NOTED
State Highway Engineer

FORM S-A-1 5M 1-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

145 BOC

OREGON STATE HIGHWAY COMMISSION

SALEM

March 25, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. J. E. Burch,
General Plant Engineer,
Pacific Telephone & Telegraph Co.,
Portland, Ore.

RE—Pole Removal Arlington Oasis

Dear Sir:

The Oregon State Highway Department is building a roadside Oasis just west of Castle Rock on the Columbia River Highway Section of the Old Oregon Trail at approximately Mile Post 165½-. Unfortunately however, despite the care taken in selecting sites to avoid existing telephone lines, we find two (2) telephone poles that will need shifting to the North or closer to the O.W.R. & N. Co. R.R. tracks, in order to make way for our tree planting in the oasis.

The contractor is now at work on the construction of this oasis so if this matter could receive your attention in the near future, I would appreciate it very much.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

H. G. Smith,
Construction Engineer.

By

Geo. H. Otten
Landscape Engineer

NOTED
State Highway Engineer

GHO/H

CC to
R.H. Baldock
H. G. Smith

FORM 5-A-1 5M 1-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

145 B

March 23, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Dean Swift,
Resident Engineer,
Pendleton, Ore.

NOTED
State Highway Engineer

Dear Sir:

Mr. E. W. Erickson has been appointed inspector on construction and you will not be required to furnish monthly estimates on this landscape project. These estimates will be handled directly through the Salem office.

Any contract papers you may have received on these projects, kindly turn these over to Mr. Erickson.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

H. G. Smith,
Construction Engineer.

By

Geo. H. Otten,
Landscape Engineer.

GHO/H

CC to
R.H. Baldock ✓
W. C. Williams
H. G. Smith

145

March 18, 1936

O. N. Pierce & Frank Connor
212 North Russell St.
Portland, Oregon

Dear Sirs:

The State Highway Commission has awarded to you, as of March 17, 1936, the contract for the construction of the Roadside Oases near Castle Rock and Boardman on the Columbia River Highway in Morrow County, based on your bid of $8,290.00.

You may consider this letter as your authority, and our request, to begin operations immediately. Contract forms will be sent to you shortly for execution.

You are requested to notify the National Reemployment Service of the approximate time work will begin and the number and classification of laborers needed for such work.

Very truly yours,
STATE HIGHWAY COMMISSION

By Secretary

HBG/JMcF:dp
CC S. H. Probert
W. C. Williams
Geo. H. Otten

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAR 19 1936
OREGON

March 17, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir;

This is to concur in award of contract, as of this date, for Oregon U.S.Works Program Highway projects Nos. WPH 145-B and WPH 145-C, roadside oases near Castle Rock and Boardman on the Columbia River Highway, to O.N.Pierce & Frank Connor, Portland, Oregon, who submitted the low bid.

It is our understanding that the delay in award of this project has been occasioned because of right of way difficulties. It is our understanding that it is expected that these will be settled within a week or ten days, but that the contract will, for safety's sake, include a supplemental clause reading as follows:

> "This contract is awarded to O. N. Pierce & Frank Conner with the understanding and agreement that no work is to be done prior to April 1, 1936, on the portion of the site for the Boardman Oasis which lies west of the township line between TWP 5 N., Rge. 25 E, W.M. and Twp. 5 N., Rge. 26 E, W.M."

The inclusion of such a clause is satisfactory to this office and we are accordingly giving our customary concurrence in award.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Fren

145 B C

March 16, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We desire to make award of contract for Projects WPH 145-B and WPH 145-C (Castle Rock and Boardman Oases) on Tuesday, March 17th, the award to be made to the low bidder, O. R. Pierce & Frank Conner, of Portland, Oregon.

May we have your concurrence in this award?

The contract will include a supplemental clause reading as follows:

> This contract is awarded to O. R. Pierce & Frank Conner with the understanding and agreement that no work is to be done prior to April 1, 1936, on the portion of the site for the Boardman Oasis which lies west of the township line between Twp. 5 N., Rge. 25 E. W. M. and Twp. 5 N., Rge. 26 E. W. M.

This supplemental provision is included for the reason that final settlement for a small portion of the Boardman site will not be completed for another week or ten days.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Roadside Oases near Castle Rock and Boardman

SUPPLEMENTAL SPECIAL PROVISION

This contract is awarded to O. N. Pierce and Frank Connor with the understanding and agreement that no work is to be done prior to April 1, 1936, on the portion of the site for the Boardman Oasis which lies west of the township line between Twp. 5 N., Rge. 25 E., W. M. and Twp. 5 N., Rge. 26 E., W. M.

1217-A

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK	
ACCT'G INFMN.	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

145 B [illegible]

SALEM, OREGON
MARCH 6, 1936

DOMESTIC SERVICE, INC.
SEATTLE, WASHINGTON

BIDS FOR MORROW COUNTY WELLS DO NOT INCLUDE PUMPS

OREGON STATE HIGHWAY DEPARTMENT

COLLECT

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

State Highway Engineer

RHB:HI

cc Mr. Henry F. Cabell

FORM S-A-1 10M 11-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

March 6, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. S. H. Probert
Office

Dear Sir:

The following wire was sent to Henry Cabell and phoned to me for action:

> "Oregon State Highway Commission
>
> "Please wire collect rush via Western Union do March twelfth well bids for Morrow County include pumps
>
> "Domestic Service Inc.
> Seattle"

Please reply to them at once.

Very truly yours,

State Highway Engineer

RHB:HI

cc Mr. Henry F. Cabell

Const
Projects
Primary

March 6, 1936

Mr. S. H. Probert
Office

Dear Sir:

The following wire was sent to Henry Cabell and phoned to me for action:

"Oregon State Highway Commission

"Please wire collect rush via Western Union do March twelfth well bids for Morrow County include pumps

"Domestic Service Inc.
Seattle"

Please reply to them at once.

Very truly yours,

State Highway Engineer

RHB:NI

cc Mr. Henry F. Cabell

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
FEB 29 1936
OREGON
HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

February 27, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon WPH Project No. 145-B, the Castle Rock Roadside Oasis Section, Old Oregon Trail, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Our recommendation of approval is subject to submission of satisfactory details covering the pump-house.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

8193 Hobart

FORM 2-A-1 10M 11-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

14

OREGON STATE HIGHWAY COMMISSION

SALEM

February 21, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer,
Secretary,
Oregon State Highway Commission,
Salem, Ore.

RE- Oasis Locations

Dear Mr. Glaisyer:

Pursuant to your oral request, the location of the oases are as follows:-

No. 1 - Lies approximately ½ mile west of Castle Rock at Mile Post 165.5.

No. 2 - Lies approximately 2 miles East of the Messner Overhead Crossing on the O.W.R. & N. R.R. at Mile Post 177.1. 27 ✓

Authorization of survey was granted on November 30th, 1935 under survey prefix 25-2802.

Plans for the above oases together with specifications and estimates have been completed and submitted to Mr. Probert for final check and approval.

Respectfully submitted,

H. G. SMITH,
CONSTRUCTION ENGINEER.

By George H. Otten

Geo. H. Otten,
Landscape Engineer.

GHO/H

CC to
R.H. Baldock
H. G. Smith

correct no. 2 7 miles
[illegible] with above
did

8193 Hobart

CONTRACT # [redacted] 1842

28-1201 Biggs-Moro Rock Production
1936

1842

#1842
x

28-1201

August 8, 1936

General Casualty Company of America,
Seattle, Washington.

Attention: S. L. Catelli.

Gentlemen:

Receipt is acknowledged of your letter of August 5th with reference to final payment to H. C. Rogers in connection with Contract No. 1842 - Biggs-Moro Section of the Sherman Highway in Sherman County.

In our letter of July 31st to Mr. E. D. Howe, your Portland agent we advised that the above payment would be made on or after August 10th. The payment has not been made and it is not possible to state the exact date the payment will be made. Your request is rather unusual, however, we will endeavor to advise you of the date the final payment is made.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

GENERAL

H. K. DENT
PRESIDENT
T. E. LOYNAHAN
VICE-PRESIDENT

**GENERAL
CASUALTY COMPANY
OF AMERICA**
SEATTLE

RECEIVED
AUG 6 1936
OREGON
HIGHWAY [illegible]

August 5, 1936

Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Glaisyer

Gentlemen:

Re: Bond Number 11456-A - H. C. Rogers, contract for the furnishing of crushed rock on Sherman Highway, Biggs-Moro Section, Contract 1842

We acknowledge receipt of yours of July 31, advising that the above work has been completed and that final settlement will be made by the state with said contractor for work done under this contract on or about August 10, 1936. When the final payment has been made, will you advise us in order that we may definitely retire this file. We are enclosing a stamped envelope for your convenience.

Very truly yours,

Surety Department

S. L. Catelli
eda-encl.

Final $431.43 -

#1842

23-1201

July 31, 1936

General Casualty Company of America,
E. D. Howe, Agent,
601 Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1842 for the construction of the Biggs-Moro Section of the Sherman Highway in Sherman County has been completed by the contractor, H. C. Rogers, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 10, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $10,665.76 including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 338--5M--11-35

JUN 22 1936

[illegible] COMMISSION

[illegible]GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 20, 1936

Section Biggs Moro

Highway Sherman

Contractor H G Rogers

Date of contract March 13, 1936

Date work started [illegible] 28, 193[illegible]

Amount of contract $7237.--

Kind of work Rock Production

Section prefix 28-1201

Contract number 948

Date of completion June 20, 1936

Estimated date of completion [illegible], 1936

Per cent of time elapsed 91%

Estimated cost of completed project, exclusive of engineering $5547.50

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $380, [illegible]%

Date project was completed June 20, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

[illegible] finished by [illegible] time [illegible] ([illegible] June 20th)

Signed [illegible]

Address [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			[illegible]		
Estimated quantities moved or placed to date			5500		
Average daily quantities			[illegible]		
Average daily quantities necessary to complete project on time			-		
Number shifts per day			[illegible]		
Hours per shift			[illegible]		
Average force on project for week			[illegible]		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	4	5					
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons	2						
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1........,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	[illegible]		
Monday	"		
Tuesday	[illegible]		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

28-1201

April 20, 1936

Mr. H. C. Rogers,
1513 Lincoln Avenue
Yakima, Washington

Dear Sir:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 1842 which was awarded to you on March 17, 1936, covering the the Biggs-Moro Rock Production Project on the Sherman Highway, in Sherman County.

This copy of the contract is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

by

Secretary

MC

RECEIVED
APR 2 1936
OREGON

28-1

H. K. DENT
PRESIDENT

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
HOME OFFICES—SEATTLE, WASHINGTON

OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING
PORTLAND, OREGON

Portland, Oregon
April 1, 1936

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

Re: Contract Bond No. 11456-A
H. C. Rogers, Yakima, Washington

We are sending, by express, contract and bond, in quadruplicate covering Mr. Rogers' contract with the State of Oregon to furnish 5500 cubic yards of crushed rock on the Sherman Highway in Sherman County, Biggs-Moro Section. Contract No. 1842, in the amount of $9597.50.

Will you please return one copy of the bond and contract to the General Casualty Company of America, Henry Building, Seattle, Washington when you have completed your records.

Very truly yours,

GENERAL AMERICA COMPANIES

By
Oregon Service Office

es
cc: Home Office

cc: Ross Dent Ins. Agency
Yakima, Wn.

28-1201

March 19, 1936

H. G. Rogers
Yakima, Washington

Dear Sir:

The State Highway Commission has awarded to you, as of March 17, 1936, the contract for the Biggs-Moro Rock Production Project to furnish approximately 5,500 cu. yds. crushed rock in stockpile, in Sherman County, based on your bid of $9,597.50.

You may consider this letter as your authority, and our request, to begin your operations immediately. Contract forms will be sent you shortly for execution.

You are requested to notify the National Reemployment Service at once of the approximate time work will begin and the number and classification of laborers needed for such work.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG/JMcF:dp
cc K. D. Lytle

FORM 5-A-1 5M 9-35

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

28-1201

January 29th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Will you kindly secure permission from the Commission to let a contract for the crushing and stockpiling of maintenance materials, from Biggs to Morrow. This project calls for the production of 5,850 cubic yards, at an estimated cost of $12,225, including cost of quarry and stockpile sites, and the purchase of rejection material.

It would be desirable to place this under contract at the March letting.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

cc to: H. B. Glaisyer ✓

FORM 5-A-1 16613 15M 9-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

28-120

January
28th
1936

IN REPLY PLEASE
REFER TO FILE NO.
721.2

Mr. H. G. Smith
Construction Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

Herewith specifications and estimate of cost submitted by Mr. Lytle for the crushing and stock piling of maintenance materials on the first 20 miles of the Sherman highway beginning at the junction with the Columbia River highway.

We have been badly in need of material at this location and have postponed needed oiling due to the lack of suitable rock. I would recommend that this contract be advertised and let immediately upon receiving approval from Mr. Baldock and the Commission for the estimated expenditure of $12,255.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By J. N. Bishop

J. N. Bishop
Maintenance Engineer

JNB/er
encl.

cc R. H. Baldock [illegible] Mail

CONTRACT# [redacted] 1843

268-B Halsey St. (Barr Rd.) O'Xing 1936

1843

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
MAY 17 1938
OREGON
STATE HIGHWAY COMMISSION

505 Weatherly Bldg.
May 16, 1938

268.B

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Karl Nyberg

Dear Sir:

Your letter of May 13th regarding Union Pacific Railroad Co. bill in the amount of $87.50 has been received.

Please refer to our letter of April 29th to Mr. Probert's office and also to Mr. G. S. Paxson's letter to Mr. Sam Murray of the Union Pacific Railroad Co., dated February 19, 1937. Approval of this bill will probably be made through the Bridge Department.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

NOTED
State Highway Engineer

WMD:DF
CC R. H. Baldock
G. S. Paxson
S. H. Probert

FORM 5-8-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

605 Weatherly Bldg.
May 16, 1938

214-B

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Karl Nyberg

Dear Sir:

Your letter of May 13th regarding Union Pacific Railroad Co. bill in the amount of $37.50 has been received.

Please refer to our letter of April 29th to Mr. Probert's office and also to Mr. G. S. Paxson's letter to Mr. Sam Murray of the Union Pacific Railroad Co., dated February 19, 1937. Approval of this bill will probably be made through the Bridge Department.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock
G. S. Paxson
S. H. Probert

JEP

268-B

May 4, 1938

Mr. E. A. Collier
Division Engineer
State Highway Department
605 Weatherly Building
Portland, Oregon

Dear Sir:

In order that you may have a record of the authorization of the work of placing a culvert under the track of the Union Pacific at the Halsey Street viaduct, I am enclosing a copy of the letter dated February 19, 1937.

Very truly yours,

State Highway Engineer

RHB:HI

1M 4-28

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

605 Weatherly Bldg.
April 29, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: L. E. Parsons

Dear Sir:

Herewith an orphan bill of the Union Pacific for placing a culvert under their track at the Halsey Street Viaduct, which is on a county road. This bridge was constructed under State Contract No. 1843 in 1936. In March, 1937, County Roadmaster Buck requested us to place about 300 ft. of 18-inch iron pipe to take care of a drainage condition at the east end of this bridge, which was causing trouble on the track and which he thought was the state's obligation. I prepared an Order for State Force Work and submitted it to H. G. Smith with a copy to R. H. Baldock on March 6th. Mr. H. G. Smith on March 8th returned the State Force Order with a letter to the effect that, "I am returning your sketches and State Force Order without approval for the 18-inch corrugated iron pipe on Halsey Street, as we find it impractical to open up this job again."

The next day I called up Roadmaster Buck and advised him about Mr. Smith's letter. I note that the railroad company says this work was authorized by the State Highway Department by a letter from R. H. Baldock dated February 19, 1937. I am unable to find any copy of this letter in my files and have no memory of it. This letter was dated about three weeks before Mr. Buck called me and I prepared an Order and letter to Mr. Smith.

I suggest a search be made in the files for this letter under "Multnomah County" and under "Maintenance" and under the "Halsey Street Bridge Contract". Would further suggest that if we find no such records, we request a copy from the railroad company.

I did not authorize the work. As indicated in my letter, I recommended that we place the pipe for the county, which would have included this piece on the railroad, if any funds of the type used on these county bridges remained. With respect to the bill, you will note that the pipe was furnished by Multnomah County. No date is given when this work was done, but it must have been done after we advised Multnomah County that we could not re-open this project.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

May 3, 1938

P. S.

U. P. Engineer Roberts advises that he cannot find Mr. Baldock's letter of February 19, 1937 in his files, but does find correspondence referring to it.

E. A. C.

RECEIVED
FEB 10 1938
FOR FILING

RECEIVED
FEB 11 1938
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 10, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Will you please furnish four copies each of form Emp. 32 for work done by the Union Pacific Railroad company and the Hazelwood Mutual Water Company in connection with the N.E.Halsey Street overcrossing east of Portland, Oregon U.S.Works Program Grade Crossing project WPGS 268-B.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Sent
10

268-B

December 31, 1937

Mr. W. M. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of requests for reduction of amount of Federal Funds for WPGH Projects 78-E, 171-A and 262-A and WPGS Projects 30-A, 197-C, 254-A and 268-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

G. H. Probert
Office Engineer

Dict. by J. W. Nash/AR

Encl.

#1843

RECEIVED
MAR 9 1937
FOR FILING
268-B

March 9, 1937

United States Fidelity & Guaranty Co.,
G. B. Eckles, Manager,
Bedell Building,
Portland, Oregon.

Attention: M. K. Sprott, Asst. Manager.

Gentlemen:

In response to your inquiry of March 5th you are advised that the total amount paid Tom Lillebo in connection with contract No. 1843, Overcrossing over the Union Pacific Company Tracks on Halsey Street in Multnomah County, was $70,946.90. If this amount $39.64 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1843

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON

GAYLORD B. ECKLES
Manager

March 5, 1937.

Oregon State Highway Commission,
Salem, Oregon.

Re: #58215-12-365-36 - Tom Lillebo
State Highway Contract No. 1843

Gentlemen:

We will appreciate it if you will kindly advise the total amount paid Mr. Lillebo in connection with the above contract. We need this information in order to make proper adjustment of the premium.

Yours very truly,

Asst. Manager.

DW-

3069-3-4-37

Portland 104 5M 10-7-36

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAR 19 1937
FOR FILING

March 8th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
7728 S. E. 13th Ave.
Portland, Oregon

Dear Sir:

I am returning your sketches and State Force Order without approval for the 18-inch corrugated iron pipe on Halsey Street, as we find it impractical to open up this job again.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 5-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

916-B

RECEIVED
MAR 8 1937
FOR FILING

XXXXXXXXXXXXXXXXXXXXX
Portland, Oregon
March 6, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Last summer an overhead crossing on Halsey St. was constructed and approaches thereto graded and paved under Contract 1843. The water draining west along the south side of Halsey St., on the approach east of the bridge, has washed the slope down to the railroad track and carried silt out onto a bulb farm.

County Roadmaster Buck asks us if we cannot provide 312 ft. of 18-inch corrugated iron pipe with one catch basin at the upper end and two 30° angles in the pipe line. I estimate this would cost us about $765.00 in place. This is on a County Road and, while all these county projects were completed last fall and turned over to the county, nevertheless, if there is any of this type of funds remaining, I recommend that we place this pipe for the county. If there are no funds of this type available, I will so inform Mr. Buck and I presume he will place the pipe himself or use some other method to take care of the drainage.

At the time this project was constructed we did not anticipate so much water at this location, but it appears that considerable amount of water drains to Halsey St. from the south and east and provision should be made to get this water down from the end of the bridge to, and through, the railroad track, either by means of a pipe or by a rubble gutter.

Attached hereto you will find six copies of an Order for State Force Work to cover this.

You will also find herewith a little sketch and profile prepared by Mr. Dean showing location and grade of proposed culvert.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓

Encl.

FORM 5-X-1 5M 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
FEB 23 1937
FOR FILING
268-13

February 19, 1937

Mr. Sam Murray
Union Pacific Railroad Company
Pittock Block
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

Receipt is acknowledged of your letter of February 18 concerning drainage matters at the site of the Halsey Street Overcrossing and giving us an estimate of $175.00 for the cost of this necessary drainage.

This will authorize you to proceed with this work subject to the limitations set forth in Works Program General Memorandum No. 6 which governs reimbursable items on grade crossing work.

Very truly yours

R. H. Baldock
State Highway Engineer

By
G. S. Paxson
Bridge Engineer

GSP LD

cc R. H. Baldock ✓
C. A. Gardner

FORM 5-K-1 1600 11-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

February 4, 1937

268-B

United States Fidelity & Guaranty Co.
Bedell Building,
Portland, Oregon.

Attention: Mr. G. B. Eckles

Gentlemen:

The Highway Commission is about to make final settlement on state highway contract No. 1343, in which Tom Lillebo was the contractor, and the subject of which contract was the construction of an overhead crossing on Halsey Street in Portland.

The Commission has some informal information to the effect that the Union Pacific Railroad Company intends to seek recovery against the contractor for a claim which the railroad company has been called upon to pay by reason of the death of one of its employes who it appears was assigned to some work in connection with the said project.

The Highway Commission has no official notice, nor do we know whether or not any such claim will materialize, nor do we know the merits of the claim, but we are passing on to the surety company such information as we have and desire to know the attitude of the surety company with respect to making final settlement with the contractor, notwithstanding this uncertain and indefinite, possible liability.

Yours very truly,

J. M. DEVERS

JMD:PW

cc R. H. Baldock
G. S. Paxson
Tom Lillebo, Reedsport, Ore.

NOTED
State Highway Engineer

#1843
Mult Co

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON

GAYLORD B. ECKLES
Manager

RECEIVED
JAN 29 1937
FOR FILING

268-B

January 27, 1937

Oregon State Highway Commission
Salem, Oregon

Re: 58215-12-365-36 - Tom Lillebo

Gentlemen:

The above bond covers contract for the contruction of a combination steel and timber overcrossing over Union Pacific Railroad on Halsey Street, Portland, Oregon.

We attach hereto our form inquiry blank, which we ask that you kindly complete and return to us at your earliest convenience in order that we may ascertain the present status of this contract.

A stamped and addressed envelope is enclosed for your convenience in returning the form.

Yours very truly,

GBEckles

Manager

To Date
E - $59,116.41
R - $5,469.53
Rd - $53,646.88

JJ

Portland 104 5M 10-7-36

RECEIVED
DEC 18 1936
FOR FILING

269

December 18, 1936.

Mr. H. B. Glaisyer

At the Commission Meeting December 17, the attached extensions were approved by the Highway Commission on the representation of Mr. Davis and myself that the proper documents supporting the same were in order.

G. S. Paxson

GSP:AP

Attached - Big Eddy Overcrossing 37
Halsey Street Overcrossing 268

268-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 11, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPGS 268-B, Halsey St. Overcrossing of O.W.R.& N. Co., N. E. Halsey Street, Multnomah County, was made by a representative of this office on November 28, 1936.

Detail plans as requested in our letter of March 31, 1936, supplementing the abbreviated plans recommended should be forwarded prior to or with the final voucher, prompt submission of which will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

70

RECEIVED
DEC 2 1936
FOR FILING

268-B

December 1, 1936

Mr. Tom Lillebo
Reedsport, Oregon

Dear Sir:

You are advised that the time limit on your contract No. 1843, for the construction of an overcrossing over the Union Pacific Tracks on Halsey Street in Multnomah County expired on October 31.

According to our records, this contract was not completed until November 10.

Please make application for an extension of time on this contract so that it will not be necessary to hold up the payment on your estimate.

Your application must be accompanied by the written consent of the surety on the bond furnished in connection with the contract.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE
cc - Bridge Dept.

Form 333—5M—5-36

268-B

OR N STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 30th. 1936, 193

Section	Overcrossing OWR & N Co.	Kind of work	Structure, Grading, Paving.
Highway	East Halsey Street.	Section prefix	226 - 1020; WPGS 268-B.
Contractor	Tom Lillebo	Contract number	1843
Date of contract	23rd Marc 31st. 1936, 193	Date of completion	Oct. 31st. 1936, 193
Date work started	April 1st. 1936, 193	Estimated date of completion	Same, 193
Amount of contract	$77,291.00	Per cent of time elapsed	100 %

Estimated cost of completed project, exclusive of engineering $77,291.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 2000.00, %

Date project was completed Nov. 5th 1936, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project is complete

The semi final estimate will be completed the early part of next week and delivered to Mr. Joe Skelton, resident bridge engineer.

This is the final report on this project.

Signed A B Dean

Address 425 SE 81st Ave Port. Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

State Highway Engineer

	GRADING	SURFACING	MAI ENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

268-B

SALEM
~~XXXXXXXXXXXXXXXXXXX-I~~
Portland, Oregon
October 24, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention G. S. Paxson

Dear Sir:

Attached hereto you will find five copies of a subcontract submitted by Tom Lillebo in which the Cascade Construction Company agrees to furnish and place Class "A" Asphaltic concrete and surface finish laid on the Halsey Street Overcrossing Project No. 268-B

I have approved these and am submitting them to you for further handling as this is a bridge contract.

Very truly yours,

E A Collier

E. A. COLLIER
DIVISION ENGINEER

EAC:EPT
ENCL
CC-R. H. Baldock
A. B. Dean

NOTED
State Highway Engineer

FORM 5-A-1

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

268-G

Portland, Oregon
October 17, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Received your letter of October 15th, together with copies of Price Agreement covering the oiling of the 94th Street connection to the Halsey Street Overcrossing structure and paving project.

I am returning herewith the approved Price Agreements. The work was done a week or two ago.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
cc R. G. Smith
R. H. Baldock
Encl.

NOTED
State Highway Engineer

FORM 3-A-1 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

268-B

X

Portland, Oregon
October 14, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Glenn S. Paxson

Dear Sir:

Attached hereto you will find three copies of a subcontract submitted by Edlefsen-Weygandt in which the Cascade Construction Company agrees to furnish and place Class "A" asphaltic concrete and surface finish laid on the Halsey Street Overcrossing Project No. 268-B.

I have approved these and am submitting them to you for further handling as this is a bridge contract.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
Encl.
CC R. H. Baldock ✓
A. B. Dean

268-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

Stencil No. 124 DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. WPGS 268-B

POST OFFICE BUILDING
PORTLAND, OREGON

Sept. 24, 1936.

SEP 25 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Fon

4394

Form P. R. 2

State Oregon

U.S. Works Program Grade Crossing   Project No. WPGS 268 Section B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27th day of July, 1936

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Cong.):

Whereas the Highway Department of said State submitted on the 17th day of February, 1936, a revised project statement, which was approved by the Secretary on the 28th day of February, 1936, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 27th day of February, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighty-two thousand, four hundred seventeen and 64/100 dollars ($ 82,417.64) as the share of the United States payable under said act on account of Section B of said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5516

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Public Res. No. 11, 74th Cong.)
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 15+00 at the intersection of Halsey Street and the east city limits of Portland and survey station 43+00 on Halsey Street, a point on the section line between survey stations 28 and 29, of T. 1 N., R. 2 E., W.M.

, length 0.489 of a mile~~s~~, in Multnomah County, being Section B of Oregon U.S. Works Program Grade Crossing project No. WPGS 268, consisting of 0.338 of a mile~~s~~ of roadway and one overpass structure ~~bridge, each of more than 20 feet clear span~~, 0.151 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of eighty-two thousand, four hundred seventeen and 64/100 dollars ($ 82,417.64), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible]~~

~~dollars ($~~ is ~~)~~, the approved total estimated cost of Section B of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

~~Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:~~ Article VI. Maintenance will be by the County of Multnomah pursuant to its agreement of March 17, 1936 with the State Highway Department. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 11th day of Sept, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich
Member, State Highway Commission
(Title of officer)

By F. L. TouVelle
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

[redacted]

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

SECRETARY OF AGRICULTURE

By L. E. Boykin
Acting Chief, Bureau of Public Roads

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Works Program Hwy. Project No. WPGS 268-B State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 82,417.64 as the total estimated cost of said project, and the sum of $ 82,417.64 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~[illegible]~~ said total estimated cost.

Done at the city of Washington, this 16th day of Sept. one thousand nine hundred and thirty-six.

Secretary of Agriculture,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4830

FORM B-E-1 2500 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON ✗
ACTING BRIDGE ENGINEER

268-B

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

August 11, 1936.

Mr. Tom Lillebo
3033 N. E. 63rd Street
Portland, Oregon.

Dear Sir:

It has been reported to this office that on August 6, a piece of 2x6 timber was left hanging from the false work at the Halsey Street Overcrossing structure. A trainman narrowly escaped being struck by this timber while a train was passing under the structure.

An incident such as this is evidence of the grossest kind of carelessness, and such carelessness on our construction jobs can not be tolerated.

Even with the most careful supervision, ample opportunity exists for serious accidents, and where carelessness such as evidenced by the above incident is permitted, serious accidents are certain to occur.

We must insist that you give this project your immediate personal attention, and that you so organize your operations that workmen be not subjected to unnecessary hazard.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

NOTED
State Highway Engineer

GSP:AP

cc Sam Murray
R. H. Baldock ✓
J. T. Shelton

FORM 8-A-1 23162 3M 7-

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JAN 19 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

July 28, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. M. Devers
Office

Dear Sir:

Herewith communication which is self-explanatory and which has far-flung implications.

It would appear to me that we cause the contractor to protect his workmen and we protect our men through the Accident Commission. We cannot assume as a Commission an obligation for damage of more than $200. I would like to see you about this before the Commission meeting.

I am sending a copy to Paxson and one to Glaisyer in order that Glaisyer may put it on the agenda.

Very truly yours,

State Highway Engineer

RHB:HI
cc Mr. C. S. Paxson
Mr. H. B. Glaisyer ✓

C

UNION PACIFIC RAILROAD COMPANY

Law Department

COPY

727 Pittock Block
Portland, Oregon

July 27, 1936.

State Highway Commission of Oregon,
Salem, Oregon.

Gentlemen:

By contract dated the 24th day of April 1936, between Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company as first party, State of Oregon through the State Highway Commission as second party, and the County of Multnomah as third party, provision was made for work to be done in the elimination of a grade crossing and the substitution of an overhead bridge across the Railroad Companies' main line of railroad at the intersection thereof by Northeast Halsey Street (formerly Barr Road) just East of the Easterly city limits of Portland, in Multnomah County, Oregon.

Section 8 of that contract provides, as follows:

> "So far as it lawfully may do so, the State shall protect, indemnify and save and hold harmless the Railroad Company from and against any and all loss, cost, damage, expense and liability by reason of injury to or death of persons whomsoever (including officers, agents, servants, employes and passengers of the Railroad Company and any other persons for whose safety the Railroad Company may be responsible) and/or damage to or destruction of property whatsoever (including property of or in the custody of the Railroad Company and any other property for the safety of which the Railroad Company may be responsible), directly or indirectly caused by or in any manner resulting from any act or omission of the State or its agents, servants, employes or contractors in or about the performance of any of the work hereby contemplated."

On July 25, 1936, at about 11:45 o'clock a.m., Dave V. Wyllie, an employee of Union Pacific Railroad Company, was engaged in the work covered by the contract mentioned above, and while so engaged he was standing on the top of some forms for a bridge seat when he was struck by a falling concrete vibrator and caused to fall to the ground, as the result of which he sustained injuries from which he later died.

Although your representatives were on the ground at the time and are familiar with the facts, we are giving you this notice of the accident because of the above quoted provisions of the contract mentioned.

Very truly yours,

RFS:J

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
By (Sgd) A. C. SPENCER
General Solicitor and Assistant Secretary.

UNION PACIFIC RAILROAD COMPANY
By (Sgd) A. C. SPENCER
General Solicitor.

cc-Mr. J.F.Cox
Mr. T.F.Watts

FORM 8-K-1 1500 7-36

COMMISSIONERS
~~HENRY F.~~ CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

July 31, 1936

Oregon-Washington Railroad & Navigation Company and
Union Pacific Railroad Company,
Pittock Block,
Portland, Oregon.

Attention: Mr. A. C. Spencer

Gentlemen:

Your letter of July 27th addressed to the Highway Commission on behalf of the Oregon-Washington Railroad & Navigation Company and the Union Pacific Railroad Company, relative to the death of Dave V. Wyllie while engaged in work in connection with the construction of an overhead bridge across the railroad company's main line of railroad at the intersection of N. E. Halsey Street just east of the easterly city limits of Portland in Multnomah County, Oregon, has been handed to me for reply.

It is not the Commission's interpretation of section 8 of the contract referred to in your letter, and from which you have quoted, that said provision in any way makes the State or the State Highway Commission responsible for the accident which caused the death of Dave V. Wyllie. The paragraph or section of the contract to which you have referred is limited in its reach and scope by the words "so far as it lawfully may do so." It is my opinion that the Highway Commission is without authority to obligate the State, or make it responsible to respond in damages for accidents.

The same contract in which appears section 8 referred to in your letter contains section 15 which obligates the State to require its contractor or contractors to whom the work may be let to enter into an agreement with the railroad company for the protection and indemnification of the railroad company and to furnish to the railroad company a corporate surety bond in the sum of $10,000 for the true and full performance thereof.

I understand that the contractor, to whom was awarded the contract in connection with which the accident occurred which resulted in the death of Mr. Wyllie, entered into an agreement with the railroad company and furnished the bond required, which contract, I am advised, places full obligation on the contractor to protect the company against any loss or damage which it may be called upon to meet by reason of the activities of the contractor.

I am advised, too, that the contractor carries public liability insurance. Whether or not such insurance affords protection to the family of Mr. Wyllie I do not know, but in any event I believe the company is amply protected by the obligations imposed on the contractor by the State

July 31, 1936

as disclosed in the contract between the State and the contractor and also by the obligations imposed on the contractor in his contract with the railroad company.

The Highway Commission very keenly regrets the tragedy and the sorrow and loss which will naturally come to the family of Mr. Wyllie. The Commission, however, must conform its official acts to its statutory authority.

I thank you for your letter.

Yours very truly,

J. M. DEVERS

JMD:PW

cc Henry F. Cabell
E. B. Aldich
F. L. TouVelle
R. H. Baldock
G. S. Paxson
H. B. Glaisyer

26x-B

July 28, 1936

Mr. J. M. Devers
Office

Dear Sir:

Herewith communication which is self-explanatory and which has far-flung implications.

It would appear to me that we cause the contractor to protect his workmen and we protect our men through the Accident Commission. We cannot assume as a Commission an obligation for damage of more than $800. I would like to see you about this before the Commission meeting.

I am sending a copy to Paxson and one to Glaisyer in order that Glaisyer may put it on the agenda.

Very truly yours,

State Highway Engineer

RHB:HI
cc Mr. G. S. Paxson
Mr. H. B. Glaisyer

UNION PACIFIC RAILROAD COMPANY

Law Department

COPY

727 Pittock Block
Portland, Oregon

July 27, 1936.

State Highway Commission of Oregon,
Salem, Oregon.

Gentlemen:

By contract dated the 24th day of April 1936, between Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company as first party, State of Oregon through the State Highway Commission as second party, and the County of Multnomah as third party, provision was made for work to be done in the elimination of a grade crossing and the substitution of an overhead bridge across the Railroad Companies' main line of railroad at the intersection thereof by Northeast Halsey Street (formerly Barr Road) just East of the Easterly city limits of Portland, in Multnomah County, Oregon.

Section 8 of that contract provides, as follows:

> "So far as it lawfully may do so, the State shall protect, indemnify and save and hold harmless the Railroad Company from and against any and all loss, cost, damage, expense and liability by reason of injury to or death of persons whomsoever (including officers, agents, servants, employes and passengers of the Railroad Company and any other persons for whose safety the Railroad Company may be responsible) and/or damage to or destruction of property whatsoever (including property of or in the custody of the Railroad Company and any other property for the safety of which the Railroad Company may be responsible), directly or indirectly caused by or in any manner resulting from any act or omission of the State or its agents, servants, employes or contractors in or about the performance of any of the work hereby contemplated."

On July 23, 1936, at about 11:45 o'clock a.m., Dave V. Wyllie, an employee of Union Pacific Railroad Company, was engaged in the work covered by the contract mentioned above, and while so engaged he was standing on the top of some forms for a bridge seat when he was struck by a falling concrete vibrator and caused to fall to the ground, as the result of which he sustained injuries from which he later died.

Although your representatives were on the ground at the time and are familiar with the facts, we are giving you this notice of the accident because of the above quoted provisions of the contract mentioned.

Very truly yours,

RFS:J

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
By (Sgd) A. C. SPENCER
General Solicitor and Assistant Secretary.

UNION PACIFIC RAILROAD COMPANY
By (Sgd) A. C. SPENCER
General Solicitor.

cc-Mr. J.F.Cox
Mr. T.F.Watts

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon WPGS 268-B

POST OFFICE BUILDING
PORTLAND, OREGON

July 25, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

Tron

268-B

June 30, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Halsey Street Overcrossing Section, Project No. WPGS 268-B.

Subsequent to submission of the P. S. & E. papers, it developed that considerable work was necessary in moving and reestablishing the water system of the Hazelwood Water District, and, also, the rearranging of the telegraph and signal lines of the O. W. R. & N. Co.

Accordingly, as it is our desire to receive reimbursement for this expense, we have included the cost in the agreement estimate, and copies of cost statements are enclosed herewith.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Ass't Office Engineer

JWN:ER

Encl.

62

Oregon State Highway Department

U. S. Works Program
Project No. WPGS 268-B

HALSEY STREET OVERCROSSING ON THE

N. E. HALSEY STREET IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, June 18, 1936.

Roadwork:

All Required		Clearing and Grubbing		$ 470.63
16,000	cu. yds.	Excavation, Single Classification	$ .30	4,800.00
10,000	yd. stas.	Overhaul	.02	200.00
3,500	yd. mi.	Truck Haul	.12	420.00
0.34	mile	Finishing Roadbed and Slopes	300.00	102.00
2,000	lin. ft.	Rounding Cutbanks	.10	200.00
150	" "	12" Corrugated Iron Pipe	1.40	210.00
1,300	" "	Cable Guard Fence	.80	1,040.00
2,200	cu. yds.	Gravel Subbase	.85	1,870.00
660	" "	1½" Rock in Base and Shoulders	2.00	1,320.00
30	" "	¾" Rock in Footpath	2.20	66.00
180	" "	Filler	.30	54.00
180	yd. mi.	Hauling Filler	.20	36.00
90	M-Gals.	Sprinkling	2.25	202.50
590	tons	Class "A" Asphaltic Concrete	5.80	3,422.00
4,100	sq. yds.	Surface Finish Coat	.05	205.00
				$14,618.13
All Required		Remove and Reestablish Water System		1,800.00
			Subtotal..............	$16,418.13
			10% Engr. & Cont....	1,641.81
			Total.................	$18,059.94

Structures:

160	cu. yds.	Structural Excavation	$ 5.00	$ 800.00
15	" "	" " below plans	5.00	75.00
8,200	lin. ft.	Timber Piling	.90	7,380.00
200	cu. yds.	Class "A" Concrete	18.50	3,700.00
640	" "	" "B" "	18.50	11,840.00
156,000	lbs.	Metal Reinforcement	.045	7,020.00
92,000	"	Structural Steel	.055	5,060.00
188	M-FBM	Treated Lumber	83.00	15,604.00
210	sq. ft.	Blast Plate	1.50	315.00
1,610	lin. ft.	Composite Handrail	3.30	5,313.00
				$57,107.00

66 66

All Required	Remove and Reestablish telegraph lines and signal system, etc.	$ 1,400.00

Subtotal....................	$58,507.00
10% Engr. & Cont...........	5,850.70
Total....................	$64,357.70

Length of Roadwork	0.338 miles
Length of Structure	0.151 "
Total Length	0.489 "
Cost per mile	$53,431.77

WPGS Funds Requested:

Roadwork..	$18,059.94
Structure..	64,357.70
	$82,417.64

	Roadwork	Structure
Estimated Labor Required	10,000 man-hours	72,000 man-hours
Cost of Labor	$ 6,500	$18,500
Cost of Materials	$ 1,500	$29,000

Funds for Maint.: See agreement executed by County March 4, 1936, and by Highway Commission March 17, 1936.

66

HALSEY STREET OVERCROSSING SECTION

PROJECT NO. WPGH 268-B

ESTIMATE OF COST OF REMOVING AND REESTABLISHING WATER SYSTEM OF HAZELWOOD WATER DISTRICT (STA. 15+00 TO 19+52.55)(STA. 27+49.75 TO 40+85) WORK TO BE PERFORMED BY WATER CO'S. FORCES

2,000 lin. ft. 8" Wood Stave Pipe at $0.57........................	$1,140.00
8 - 8" 45° Cast Iron Ells at $6.00..................................	48.00
Labor, removing and reestablishing Pipe, 2,000 lin.ft. at $.25	500.00
Labor, Move 2 Meters and Laterals at $10.00..........................	20.00
Labor, Move Master Meter and construct new box....................	100.00
	$1,808.00
(Use)	$1,800.00

HALSEY STREET OVERCROSSING SECTION

PROJECT NO. WPGS [illegible]

REMOVE AND REESTABLISH TELEGRAPH AND SIGNAL SYSTEMS AND CONSTRUCT GUARD RAIL. WORK TO BE PERFORMED BY OWNER CO'S. FORCES

Install inside track guard rail..........................	$ 80.33
Rearrange automatic block signal system..................	465.00
" Western Union telegraph line.................	800.00
" Right of Way Fence..........................	37.00
Remove existing plank crossing...........................	18.00
	$1,400.33
(Use)	$1,400.00
R. R. Co. Engineering and Inspection	$ 200.00

Oregon State Highway Department

U. S. Works Program
Project No. WPGS 268-B

HALSEY STREET OVERCROSSING ON THE

N. E. HALSEY STREET IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Salem, Oregon, February 27, 1936

Roadwork

All Required		Clearing and Grubbing		$ 500.00
16,000	cu. yds.	Excavation, Single Classification	$ 0.40	6,400.00
10,000	yd. sta.	Overhaul	0.02	200.00
3,500	yd. mi.	Truck Haul	0.20	700.00
0.34	mile	Finishing Roadbed and Slopes	300.00	102.00
2,000	lin. ft.	Rounding Cutbanks	0.10	200.00
150	lin. ft.	12" Corr. Iron Pipe	1.50	225.00
1,300	lin. ft.	Cable Guard Fence	0.80	1,040.00
2,200	cu. yds.	Gravel Sub-base	1.00	2,200.00
660	cu. yds.	1½" Rock in Base and Shoulders	1.50	990.00
30	cu. yds.	Rock in Footpath	2.50	75.00
180	cu. yds.	Filler	0.50	90.00
180	yd. mi.	Hauling Filler	0.20	36.00
90	M-Gal.	Sprinkling	2.00	180.00
590	tons	Class "A" Asphaltic Concrete	6.00	3,540.00
4,100	sq. yds.	Surface Finish Coat	0.05	205.00
			Subtotal	$ 16,683.00
			10% Engr. & Cont.	1,668.30
			Total............	$ 18,351.30

Structure

160	cu. yds.	Structural Excavation	$ 2.00	$ 320.00
15	cu. yds.	Structural Excavation below Plans	5.00	75.00
8,200	lin. ft.	Timber Piling	0.90	7,380.00
200	cu. yds.	Class "A" Concrete	20.00	4,000.00
640	cu. yds.	Class "D" Concrete	21.00	13,440.00

156,000	lbs.	Metal Reinforcement	$ 0.05	$ 7,800.00
92,000	lbs.	Structural Steel	0.06	5,520.00
188	M-FBM	Treated Lumber	90.00	16,920.00
210	sq. ft.	Blast Plate	0.50	105.00
1,610	lin. ft.	Composite Handrail	4.00	6,440.00

Subtotal	$ 62,000.00
10% Engr. & Cont.	6,200.00
Total.............	$ 68,200.00

Length of Roadwork	0.338 mile
" " Structure	0.151 "
Total Length	0.489 "
Cost per mile	$54,293.78

WPGS Funds Requested:

Roadwork	$ 18,351.30
Structure	68,200.00
	$ 86,551.30

	Roadwork	Structure
Estimated Labor Required	10,000 man-hours	22,000 man-hours
Cost of Labor	$ 6,500	$ 18,500
Cost of Materials	$ 1,500	$ 29,000

Oregon State Highway Department

U. S. Works Program
Project No. WPGS 268-B

HALSEY STREET OVERCROSSING OF THE

N. E. HALSEY STREET IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

27

Salem, Oregon, February 24, 1936

Roadwork

All Required		Clearing and Grubbing		$ 500.00
16,000	cu. yds.	Excavation, Single Classification	$ 0.40	6,400.00
10,000	yd. sta.	Overhaul	0.02	200.00
3,500	yd. mi.	Truck Haul	0.20	700.00
0.34	mile	Finishing Roadbed and Slopes	300.00	102.00
2,000	lin. ft.	Rounding Cutbanks	0.10	200.00
150	lin. ft.	12" Corr. Iron Pipe	1.50	225.00
1,300	lin. ft.	Cable Guard Fence	0.80	1,040.00
2,200	cu. yds.	Gravel Sub-base	1.00	2,200.00
660	cu. yds.	$1\frac{1}{4}$" Rock in Base and Shoulders	1.50	990.00
30	cu. yds.	Rock in Footpath	2.50	75.00
180	cu. yds.	Filler	0.50	90.00
180	yd. mi.	Hauling Filler	0.20	36.00
90	M-Gal.	Sprinkling	2.00	180.00
590	tons	Class "A" Asphaltic Concrete	6.00	3,540.00
4,100	sq. yds.	Surface Finish Coat	0.05	205.00
			Subtotal	$ 16,683.00
			10% Engr. & Cont.	1,668.30
			Total	$ 18,351.30

Structures

160	~~115~~	cu. yds.	Structural Excavation	$ 2.00	$ ~~230.00~~	320.00
15	~~10~~	cu. yds.	Structural Excavation below Plans	5.00	~~50.00~~	75.00
8200	~~9,200~~	lin. ft.	Timber Piling	0.90	~~8,280.00~~	7380.00
200	~~170~~	cu. yds.	Class "A" Concrete	20.00	~~3,400.00~~	4000.00
	640	cu. yds.	Class "D" Concrete	21.00	13,440.00	

156,000 lbs.	Metal Reinforcement	$ 0.05	$ 7,800.00	
92,000 lbs.	Structural Steel	0.06	5,520.00	
188 175 M-FBM	Treated Lumber	90.00	~~15,750.00~~	16 920,00
210 sq. ft.	Blast Plate	0.50	105.00	
1,610 lin. ft.	Composite Handrail	4.00	6,440.00	
	Subtotal		$ ~~61,015.00~~	62000,00
	10% Engr. & Cont.		~~6,101.50~~	6200,00
	Total		$ ~~67,116.50~~	68200,00

Length of Roadwork	0.338 mile
" " Structure	0.151 "
Total Length	0.489 "
Cost per mile	$54,293.78

WPGS Funds Requested:

Roadwork	$ 18,351.30	
Structure	~~67,116.50~~	68200,00
	$ ~~85,467.80~~	86551,30

	Roadwork	Structure
Estimated Labor Required	10,000 man-hours	22,000 man-hours
Cost of Labor	$ 6,500	$ 18,500
Cost of Materials	$ 1,500	$ 29,000

Form 3010
1-36-2,000

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

NOTED
G. S. Paxson

2142

March 13,1936

MAR 14 1936

Mr.G.S.Paxson,
Acting Bridge Engineer,
State Highway Commission,
Salem, Oregon

Dear Sir:

In connection with carrying out the N.E.Halsey Street overcrossing project near the east city limits of Portland, we estimate the cost of work to be performed by the Railroad Company and Telegraph Company, to be collectible from the State, will be $1,597.33, as follows:

1. Install 1 inside track guard rail	$80.33
2. Rearrange automatic block signal system and remove automatic wigwag signal	465.00
3. Rearrange Western Union telegraph line	800.00
4. Rearrange existing right of way fence	21.00
5. Construct additional right of way fence	16.00
6. Flagmen or inspection for protection of railroad traffic	200.00
7. Remove plank crossing,2 cattle guards and signs	15.00
Total	$1,597.33 — 1397.33

It is my understanding you will require this information in presenting the project to the Bureau of Public Roads for approval.

Yours very truly,

S MURRAY

Why?

Please [illegible]

SHIP AND TRAVEL BY RAIL

66

March 20, 1936

Mr. G. S. Paxson

Office

Dear Sir:

It will be necessary to move or replace the existing 8" wood stave water pipe on Halsey Street between station 15+00 and station 20+25 and from station 26+85 to station 40+85 or for a total length of 2,000 feet which includes 75 feet for connections to the old pipe.

I contacted Mr. J. E. Moore of the Hazelwood Mutual Water District and obtained the following unit prices for replacement of the 8" wood stave pipe. The material prices were checked through telephone calls to material dealers.

Labor - 25¢ per lineal foot.
Material - 57¢ per lineal foot for 8" wood stave pipe delivered on the job.
8 - 8" 45° Cast iron ells at $6.00 each.
Move two meters and laterals at $10.00 each.
New meter box at the master meter, move meter and reconnect to city main - $100.00.

This would give a total cost as follows:

2,000 Lin. Ft. at 82¢	$ 1,640.00
8 - 8" Ells at $6.00	48.00
Move two meters and laterals.	20.00
Move master meter and connect to city main, new meter box.	100.00
	$ 1,808.00

This would leave a length of 660' of pipe under the structure that would not need to be moved.

The Hazelwood Water District is now considering using 8" cast iron pipe instead of the 8" wood stave pipe if it is necessary to move the main from under the approach fills. If they did the work they would bill us for 8" wood stave pipe and assume the difference in cost. This is the procedure followed on 102nd and 122nd avenue.

I would suggest that this work be handled through the Hazelwood Water District. We seem to have saved 15 per cent of the cost of changing the water system at 102nd Avenue by having the water district perform the work instead of the general contractor.

I do not believe it will be necessary to place a temporary pipe around the cut at the east end of the project as we could arrange to lay this portion of the new 8" main along the edge of the right of way before the cut excavation starts.

Very truly yours,

M. Stephenson

M. Stephenson

MS:CM

Route 7, Box 1209
Portland, Oregon
February 22, 1936.

Mr. G. S. Paxson
Acting Bridge Engineer
Salem, Oregon.

[illegible] FEB 24 1936

Attention Mr. M. Stephenson

Dear Sir:

The following information relative to the location of the water main along the extension of East Halsey Street (Barr Road) was obtained from Mr. J. E. Moore, Secretary of the Hazelwood Water District:

Mr. Moore says that to the best of his knowledge, the pipe islocated about 13 feet south of the center line of the pavement. The pipe was laid several years ago, before Mr. Moore was interested in the line, and he says that he has found this to be true wherever he has had occasion to uncover the main. There may, however, be variations in the location from 10 to 13 feet, but Mr. Moore thinks that in most cases it will be found about 12 to 13 feet south of the center line. The main is an 8 inch wood pipe and there is only one service connection between the city limits and the entrance to Gill Brothers' Farm at the top of the hill. This connection services the house on the south side of the road and is roughly about 400 feet east of the city limits.

This is all of the information that Mr. Moore was able to give us.

Yours very truly,

J. T. Skelton
Resident Engineer

By M. R. Crain
M. R. Crain

[illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

21

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

May 11, 1936.

Mr. Geo. W. Buck
County Roadmaster
Courthouse
Portland, Oregon.

Dear Mr. Buck:

Please note attached to the Rockwood Mutual Water Company with reference to the Halsey Street job. This is in line with our conversation by phone this morning.

I think it might expedite things if you would see Mr. Moore or some other official of the Water Company and explain the situation to them, and the county's stand in the matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc R. H. Baldock

State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

May 11, 1936.

Hazelwood Mutual Water Company,
Route 7, Box 1885,
Portland, Oregon.

Attention Mr. J. E. Moore

Gentlemen:

The grade separation project on East Halsey Street concerning which you wrote us under date of May 6, is a project on a county road upon which no state funds can be expended. The work which we previously requested you to do in readjusting your water mains to fit the project, is work which, in my judgment is a reimbursable item and for which your company should be reimbursed from federal funds apportioned to this project. However, the final determination as to whether or not such work is reimbursable does not lie with this department. We can assure you that we will make every effort to secure such reimbursement for your company but can not guarantee that it can be done.

I am informed by Multnomah County that under your franchise, you are required to remove or readjust your water mains where they interfere with construction work.

Work is now starting on the embankment and on the cut at the east end of the project, and your company must necessarily either readjust the lines or make some other provision so that the construction work will not be interfered with.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

cc Geo. W. Buck
R. H. Baldock
J. T. Shelton

NOTED
State Highway Engineer

268-B

April 20, 1936

Mr. Tom Lillebo,
Reedsport, Oregon

Dear Sir:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 1843, which was awarded to you on March 23, 1936, for the construction of an overcrossing of the Union Pacific Railroad on Halsey Street (Barr Road), in Multnomah County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MC

FORM 1960 5-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS ✗
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

April 15, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Herewith we hand you for execution by the State Highway Commission three copies of proposed agreement between Oregon-Washington Railroad & Navigation Company, State of Oregon, and Multnomah County relative to the construction of the Northeast Halsey Street (Barr Road) overcrossing.

This agreement has been examined by Mr. Paxson and has been found satisfactory as to engineering features. The proposed agreement is approved by us as to legal form.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Attorney

3 copies returned to DeSouza 4/25/36
to get executed by Co & RR.
HBG

Enclosures
JWD:AW

REFERRED TO
Mr [illegible]
BY SECRETARY

[illegible]

OK R H Baldock

268-13

APR 7 1936
OREGON

April 6,1936

Mr. J. M. Devers,
Attorney,
State Highway Commission,
Salem, Oregon

Dear Sir:

I now hand you herewith triplicate originals of draft of usual triparty easement agreement covering construction of proposed overcrossing on N.E.Halsey Street, where it crosses our passenger main line near the easterly city limits of Portland,M.P.6.19. You will note that the easement is granted to Multnomah County.

If this draft meets with your approval will you please arrange for execution on the part of the State Highway Commission and Multnomah County and return the three originals to me for like action by the railroad company.

Since contract has been awarded and preliminary work started, will you kindly do what you can to expedite the execution.

Yours truly,

E MURRAY

CC Mr.R.H.Baldock

268-G

March 23, 1936

Tom Lillebo
Reedsport, Oregon

Dear Sir:

Confirming our wire to you of today's date, the State Highway Commission awarded to you, as of March 23, 1936, the contract for the construction of an overcrossing over the Union Pacific Railroad on Halsey Street (Barr Road) just east of Portland, in Multnomah County, based on your bid of $72,927.00.

You may consider this letter as you authority, and our request, to commence operations immediately. Contract forms will be sent to you shortly for execution.

You are requested to notify the Oregon State Employment Service at once of the approximate time work will begin and the number and classification of laborers needed for such work.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By
Secretary

dp

encl.

	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON MARCH 23, 1936

TOM LILLEBO
REEDSPORT, OREGON

STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR CONSTRUCTION OF HALSEY STREET OVERCROSSING BASED ON YOUR BID SUBMITTED MARCH THIRTEENTH THIS WIRE IS YOUR AUTHORITY TO BEGIN OPERATIONS IMMEDIATELY.

ORGEON STATE HIGHWAY COMMISSION [illegible]

File ✓

TO LOW BIDDER

R.H. BALDOCK

PREPAID
ORG HWY DEPT.

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

1217-A

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK	
ACCT'G INFMN.	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 23, 1936.

BUREAU OF PUBLIC ROADS
PORTLAND, OREGON

ALL MATTERS PERTAINING TO HALSEY STREET OVERCROSSING PROJECT ADJUSTED STOP WE ASK YOUR CONCURRENCE IN AWARD TO LOW BIDDER

R.H.BALDOCK

PREPAID
CHG HWY DEPT.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

March 2, 1936.

Mr. John Olsen
434 Railway Exchange Bldg
Portland, Oregon.

Dear Sir:

This is in reply to your letter of February 28, concerning the Olsen property adjacent to the proposed Halsey Street grade separation project.

In this project we are providing a side road along the south side of the structure serving the properties which have been built upon immediately adjacent to the present road. To build this side road it was necessary for the county to acquire additional width of right of way to accommodate it. To build another road on the north side would also require the purchase of additional right of way and a considerable expense in constructing this north road. For the volume of traffic which is to be expected from the farm approach road serving the Olsen property, we are not warranted in constructing this second road.

The crossing of this farm road under the viaduct will have approximately 27 feet horizontal clearance and nearly 40 feet vertical clearance, and will be on the grade of the present paved road.

I do not understand to what fill you are referring to when you ask that we remove the fill from Halsey Street.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:AP
cc Bridge Department

REFERRED TO
Mr. Paxson
By State Highway Engineer

Please prepare a letter for my reply.

JOHN OLSEN
ATTORNEY AT LAW
410 COMMERCE BUILDING
PORTLAND, OREGON

February 28th, 1936.

FEB 29 1936
OREGON
HIGHWAY COMMISSION

RECEIVED
MAR 1 - 1936
OREGON STATE HIGHWAY COM

Department,
.

Your Department is contemplating
ion of a viaduct over the Union Pac-
tracts on Halsey Street near 94th Avenue, adjoining the City limits of Portland. In connection therewith the property of Mr. and Mrs. John Olson will be affected in this that this viaduct, which is proposed to be built at the height of forty-five feet, will not only obstruct the view from the dwelling house but will greatly depreciate in value the property of Mr. and Mrs. Olson which consists of eighteen acres of land.

It is their understanding that you are contemplating the location of a new road as an outlet from the property under this viaduct, the same to be located on the south side of Halsey Street. It would be a great benefit to them if this road could be located on the North side of Halsey Street and if this cannot be done we would kindly request you, in connection with this viaduct, to remove the fill from Halsey Street thereby affording them a better outlet.

Hoping that this can be accomplished and thanking you in anticipation of any favor that you may grant them, I am,

Very truly yours,

John Olsen

JO:mo

JOHN OLSEN
ATTORNEY AT LAW
410 COMMERCE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 29 1936
OREGON
HIGHWAY COMMISSION

RECEIVED
MAR 1 - 1936
OREGON STATE HIGHWAY COM

February 28th, 1936.

State Highway Department,
Salem, Oregon.

Gentlemen:

Your Department is contemplating the construction of a viaduct over the Union Pacific Railroad tracts on Halsey Street near 94th Avenue, adjoining the City limits of Portland. In connection therewith the property of Mr. and Mrs. John Olson will be affected in this that this viaduct, which is proposed to be built at the height of forty-five feet, will not only obstruct the view from the dwelling house but will greatly depreciate in value the property of Mr. and Mrs. Olson which consists of eighteen acres of land.

It is their understanding that you are contemplating the location of a new road as an outlet from the property under this viaduct, the same to be located on the south side of Halsey Street. It would be a great benefit to them if this road could be located on the North side of Halsey Street and if this cannot be done we would kindly request you, in connection with this viaduct, to remove the fill from Halsey Street thereby affording them a better outlet.

Hoping that this can be accomplished and thanking you in anticipation of any favor that you may grant them, I am,

Very truly yours,

John Olsen

JO:mo

FORM B-S-1 25152 1500 10-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

February 17, 1936.

Union Pacific System
Pittock Block
Portland, Oregon.

Attention Mr. Sam Murray

Gentlemen:

In your letter of February 3, you asked that the lateral clearance at the proposed Halsey Street Overcrossing be increasedto 12 feet from your track centers.

On this particular job we are complying with your request but we wish it to be clear that we do this without making it a precedent for any future work.

The Oregon Public Utilities Commissioner has issued a standard of railroad clearances (known as P.U.C. Order #99) setting up a minimum clearance of 8'6" from center of track. This clearance is being accepted by every other railroad in the state.

It is our wish to cooperate as much as possible with your company, and on projects where the cost of providing this extra clearance beyond the P.U.C. requirements is not great, we will be glad to provide it; however, on projects where because of the flat angle of crossing or because of other special conditions, the cost of such additional clearance becomes a major item, we do not feel that the state should be required to assume such additional cost.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc R. H. Baldock

FORM 5-2-1 1M 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

February 14, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Department,
O F F I C E.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith special provisions and estimate covering grading and paving items on the Halsey Street Overcrossing project.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock

February 1, 1936.

Mr. J. M. Devers

Attention J. W. DeSouza

State Highway Engineer

Herewith three copies of the layout sheet for the proposed Halsey Street overcrossing in Multnomah County. This layout shows the type of structure proposed, the stationing of the highway and railway at the crossing and the angle between the tangent to the railroad curve and the highway centerline at the crossing; also, both the horizontal and vertical clearances at right angles to the railroad.

This is the crossing on which a hearing was held some time ago at which time it was proposed to eliminate the crossing by relocation, keeping the Halsey Street road on the south side of the railroad to an intersection with 82nd Avenue.

At the request of Multnomah County, the Public Utilities Commissioner has not handed down a decision from this hearing, and it is now proposed to eliminate the crossing by carrying the highway over the railroad tracks at the same location as the present grade crossing.

The crossing is located on the section line between Sections 28 and 33, township 1 north, range 2 east, and is approximately 1605.3' west of the section corner common to Sections 27, 28, 33 and 34, of township 1 north, range 2 east.

The overcrossing structure will have a roadway width of 26 feet with a 3½ foot sidewalk on each side of the roadway. It will consist of a steel beam span with concrete deck supported on concrete piers, together with approximately 715 lineal feet of composite treated timber and concrete viaduct.

The span across the railroad track will provide for a minimum vertical clearance of 23'6" above the top of the rail, and will provide for two railroad tracks 14 feet center to center, with a horizontal clearance of 10'0" from the centerline of the westerly track to the westerly pier and a horizontal clearance of 9'0" from the centerline of the easterly track to the easterly pier.

The easterly track is the existing track now in use while the westerly track is for future construction at such time as this section of the railroad is made a double track line.

The intersection of the highway centerline and the centerline of the existing easterly track is at highway station 25+86.1 which is railroad stationing 334+0424. The angle between the highway centerline of the timber to the railroad curve at the point of intersection is 35°54'.

It should be provided that Multnomah County is responsible for all maintenance to the structure and that the railroad shall maintain their tracks, ballast and other facilities under the structure.

This project is to be built with federal funds, and reimbursement to the railroad should be tied up to Memorandum No. 6.

We hope to place this under contract March 5, and I would ask that the Public Utilities Commissioner hearing be expedited as much as possible.

G. S. Paxson

cc R. H. Baldock

FORM 5-K-1 1500 8-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

January 29, 1936

Mr. George W. Buck,
County Engineer,
Portland, Oregon.

Dear Sir:

I understand that as a result of a conference between yourself and Mr. Baldock, and members of his staff, an agreement was worked out whereby the original agreement involving Craig Road, Buckley Road, Barker Road and the Halsey Street crossings was to be modified with respect to the Halsey Street crossing, and the facts and matters which were to be incorporated in the amendatory agreement were given to me with instructions that I reduce them to writing in the form of an agreement. I have done so and am inclosing five copies for your consideration, and, if approved, for execution by the Board of County Commissioners.

Will you please give this matter your early attention, and when the five copies of the agreement have been executed please return them to me so that I can have them executed by the Commission, after which an executed copy will be delivered to you for the permanent files of the County.

Yours very truly,

J. M. DEVERS

JMD:PW
Inc.

cc R. H. Baldock
G. S. Paxson
H. G. Smith

January 28, 1936.

Mr. J. M. Devers

NOTED
State Highway Engineer

I have looked over the proposed agreement between the Highway Commission and Multnomah County covering the construction of the Halsey Street Overcrossing.

Paragraph 2 on Page 4 of this proposed agreement providing for the contribution by the county seems to me ambiguous. I would suggest in lieu of this paragraph, something along the line of the following:

> Contribute and make available to the State Highway Commission for application toward the cost of said improvement a sum of money not to exceed $15,000.00. The exact amount contributed by the county shall be the difference between the cost of the project and $85,000, provided, however, that if this difference is less than $10,000, then the contribution by the county shall be $10,000, and any further underrun in cost shall accrue to the state and shall decrease their contribution by such amount.

G. S. Paxson

GSP:AP
cc R. H. Baldock

January 22, 1936

Mr. G. S. Paxson
Office

Dear Sir:

Please see Mr. Devers and arrange for him to draw up an agreement for building the Halsey Street viaduct embodying the following features:

1. That the cost is estimated to be $95,000 and that the Highway Commission is allocating $80,000 of federal funds for this purpose;

2. That the county will make available to the Highway Commission a check for the sum of $15,000 to complete the project;

3. That they will also assume any additional cost from contingencies that may arise;

4. That they will also, in addition to this, buy such right of way as required.

Very truly yours,

State Highway Engineer

RHB:HI

cc Mr. H. G. Smith

E-A-1 5M 9-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

January 14th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith, estimate of cost of the minimum amount of work which can be done on the East Halsey Street to provide a grade elimination by means of a timber viaduct.

This estimate is made for the purpose of completing our agreement with Multnomah County that we endeavor to cheapen the project so that the grade crossing elimination structure could be built instead of the by-pass route.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR
Enc.

MULTNOMAH COUNTY

HALSEY ST. -(BARR ROAD)

Elimination by 790 Lin. Ft. Viaduct   Sta. 12 to Sta. 42 3000 Lin.Ft.

0.57 Miles

Item	Quantity	Unit Price	Amount	Total
Clearing & Grubbing	3 Acres	$250.00	$ 750/00	
Excavation	13,000 Cu. Yds.	0.50	6,500.00	
Overhaul	26,000 Sta.Yds.	0.02	520.00	
Truck Haul	750 Yd. Mi.	0.20	150.00	
Embankment Borrow	26,000 Cu. Yds.	0.50	13,000.00	
Finishing Roadbed	0.42 Mile	300.00	126.00	
18" Culvert Pipe	180 Lin. Ft.	2.50	450.00	
Gravel Sub-base	2,500 Cu. Yds.	1.00	2,500.00	
1¼" Rock in Base shoulders	700 " "	1.50	1,050.00	
Filler	250 Cu. Yds.	0.40	100.00	
Hauling Filler	250 Yd. Mi.	0.20	50.00	
Sprinkling	200 M. Gals.	2.00	400.00	
Class "A" Asphaltic Concrete	800 Tons	5.00	4,000.00	
Surface Finish Coat	5,500 Sq. Yds.	0.05	275.00	
Viaduct			56,450.00	
			$ 86,321.00	
Plus 10% for Engr. & Cont.			8,632.00	
				$94,953.00

H. W. Libby
H.
Jan. 13, 1936

26E-13

Const
Grade Crossings

January 16, 1936

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

The Board of County Commissioners of Multnomah County came before the Highway Commission at its last meeting and among other things discussed the Halsey Street crossing. They stated that they would rather put $15,000 of county money into the construction of an overhead crossing rather than buy the right of way to eliminate the present grade crossing, by re-location.

The Commission indicated that it would approve the over-crossing if a satisfactory proposition could be worked out. The matter was referred to yourself and Mr. George Buck, county road-master, for study. A report isto be made on this matter at the next meeting of the Commission on February 6, 1936.

Very truly yours,

H. B. Glaisyer, Secretary

HBG:dp

268-B

OREGON STATE HIGHWAY COMMISSION

January 4, 1936

Mr. G. S. Paxson
Office

Dear Sir:

In view of the fact that the crossing at Halsey Street, planned for relocation, is protested by Multnomah County officials who wish to substitute in lieu thereof a separation crossing costing over twice as much money, I believe we should look into another crossing. Please confer with Murray and with Buck and arrange to select one that is mutually agreeable.

Very truly yours,

State Highway Engineer

RHB:HI

10M 11-33
Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

SALEM

January 3, 1935

In Reply Please Refer to File No.

Mr. R. H. Baldock
State Highway Engineer
OFFICE

Dear Sir:

The State Highway Commission had under consideration at its last meeting a letter from the Board of County Commissioners of Multnomah County requesting the reopening of the question of the grade elimination where Northeast Halsey Street crosses the tracks of the O.W.R. & N. Company, about one-fourth mile north of the City of Portland.

The Commission ordered a report on this matter for consideration at the next meeting.

Yours very truly,

HBGlaisyer
Secretary

HBG:MC

January 3, 1935

Mr. R. H. Baldock
State Highway Engineer
OFFICE

Dear Sir:

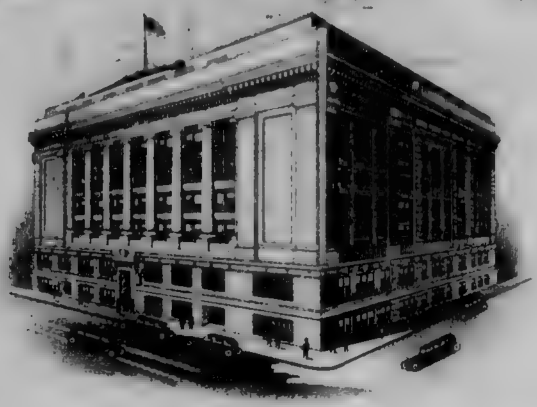
The State Highway Commission had under consideration at its last meeting a letter from the Board of County Commissioners of Multnomah County requesting the reopening of the question of the grade elimination where Northeast Halsey Street crosses the tracks of the O.W.R. & N. Company, about one-fourth mile north of the City of Portland.

The Commission ordered a report on this matter for consideration at the next meeting.

Yours very truly,

HBG:MC

Secretary



BOARD OF
COUNTY COMMISSIONERS

MULTNOMAH COUNTY

PORTLAND, OREGON

COMMISSIONERS
FRANK L. SHULL
CHAIRMAN
C. A. BIGELOW
ERWIN A. TAFT

December 16th, 1935.

Oregon State Highway Commission,
Salem, Oregon.

Dear Sirs:

We wish to re-open the question of the Grade Elimination where N. E. Halsey Street,"old Barr Road", crosses the track of the O. W. R. & N. Company, one-fourth mile east of the City boundary of Portland.

We bring this up on account of the objections presented by citizens of the district living between 82nd and the crossing, and also because the Bartholomew city plan contemplates the extension of Broadway and the Alameda to a connection with Halsey at 82nd as an arterial highway to Troutdale and the east.

When the project was taken up with us by Mr. Cabell and your engineers, the controlling factor in reaching the decision to build a new road from 82nd along the south side of the railroad to a point east of the crossing, instead of building an overhead crossing on the present road, was the statement of your engineers that the cost of the overhead structure would be about three times that of building the new road around the crossing, and, therefore, obviously uneconomical.

It is true that the present plan follows a plan we made about eight years ago, when we were figuring to eliminate this grade crossing, and we did not feel that we could use such a large sum as was necessary to construct a permanent grade separation structure of reinforced concrete and steel out of our road funds; but with the development of the composite type of bridge by your engineers, the problem is entirely different.

Your estimate on the present plan is $65,000.00; while our engineers have no data from which to figure the cost of the structure except the cost of other composite bridges built by your department, they believe that the overcrossing structure can be built for considerably less than twice the cost of the present plan, and the Right-of-Way would be only a few thousand dollars, as against about $25,000 for right-of-way on the relocated road.

Because of the great amount of opposition to the present plan much of which is justified, and because of the fact that the actual cost of these grade separations will be much less than the original estimates, we believe that the plan should be changed and the crossing be made on the present road. It is our understanding that this can be done, and the total amount expended in Multnomah County for grade separations will be less than you originally allocated this county.

Will you kindly have your engineers make an estimate of an overcrossing based on a composite structure and, if the cost is not unreasonable compared to the present plan, give it careful consideration, as we feel that it is better to retain the existing road if possible.

Yours truly,

BOARD OF COUNTY COMMISSIONERS
OF MULTNOMAH COUNTY

By F L Shull
Chairman

AWI

14-B X

Mr. Glaisyer:

Herewith 6 copies of an agreement signed by Multnomah Co. Commissioners in which they agree to maintain N.E. Halsey St. grade separation and the paving project in connection therewith after the work is completed. These are for signature of the State Highway Commission.

Crates

[illegible]

November 12, 1935

Memorandum re Barr Road (Halsey Street)
grade crossing elimination:

On Saturday, November 9th, I discussed with Mr. Frank S. Sevar, Deputy District Attorney, and Mr. George Buck, County Engineer, the question of presenting a petition to the Public Utilities Commissioner covering the closing of the existing grade crossing which will be made possible by the relocation of the county road.

I was advised that they were assembling all of the necessary data and that a petition would be presented during the present week and that an early hearing would be requested.

Owing to the fact that the crossing is on a county road, this department will not join in the petition and will participate only to the extent of lending the County such assistance in the matter as the County may request.

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith

CONTRACT# 1844

NRS 234-C Doty Ranch-Danebo Rd. Sec., 1936
Eugene-Veneta Hwy.

1844

#1844

RECEIVED
FEB 20 1937
FOR FILING
234-c

March 1, 1937

Columbia Casualty Company,
Jas. McI. Wood, West & Co., Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1844 for the construction of the Doty Ranch-Danebo Road Section of the Eugene-Veneta Highway in Lane County, has been completed by the contractors, Consolidated Highway Company, Inc., and that final settlement will be made by the State with said contractors for work done under said contract on or after March 1, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibiluty for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $15,914.74, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
DEC 24 1936
FOR FILING

#1844

234-c

December 24, 1936

Columbia Casualty Company,
Jas. McI. Wood, West & Co., Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Consolidated Highway Company, Inc. on Contract No. 1844 for the construction of the Doty Ranch-Danebo Road Section of the Eugene-Veneta Highway in Lane County. This payment will be made on or after January 2, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

x

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

234c

December 9, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon USPW Proj. No. NRS 234-C (1935), Doty Ranch-Danebo Section, Eugene-Veneta Highway, Lane County, was made by a representative of this office on November 17, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Iron

Form 338—5M—7-36

234-C

[illegible]GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 21, 1936

Section Doty Ranch - Danebo Road

Kind of work Grading and Bituminous Macadam

Highway Eugene - Veneta

Section prefix 320 - 1015

Contractor Consolidated Highway Co., Inc.

Contract number 1844

Date of contract March 28, 1936

Date of completion October 29, 1936

Date work started April 10, 1936

Estimated date of completion -, 193

Amount of contract $16,141.20

Per cent of time elapsed 136 %

Estimated cost of completed project, exclusive of engineering $15,808.40

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $1294.40, 8 %

Date project was completed October 29, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Engineering crew in office completed computation of quantities for semi-final estimate.

FINAL REPORT

[illegible] 23 1936

Signed E. E. Johnston Res. Engr.

Address P.O.Box 204, Eugene, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.77	0.77		0.77	
Miles partially completed					
Miles completed	0.77	0.77		0.77	
Total estimated quantities	8350	6550		74.80	
Estimated quantities moved or placed to date	8350	6550		74.80	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

FORM 9-A-1 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

234-e

November 6th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

May we have your concurrence in an extension of time to the Consolidated Highway Co., Inc., on their Contract #1844, Doty Ranch-Danebo Road Section, Federal Project NRS 234-C, and Contract #1845, Oak Hill-Doty Ranch Section, Federal Project WPSO 234-B.

The original completion date on these contracts was August 31st, 1936. The projects were advertised and bids received on February 6th, but the award was held up until March 28th, a delay of 50 days, the time necessary for the County to perfect their proceedings in acquiring the right of way. Even after this time, they had to arrest one of the property owners and confine him for several days before the contractor could obtain possession of the property. There was also a slight delay in the arrival of the oiling crew which delayed the completion of the work to some extent. For short jobs of this nature, it is impractical to organize an oiling crew, and the contractor must depend upon securing an organized crew to perform the work.

Because of the reasons given above, and since traffic was not unduly inconvenienced, it is our recommendation that the extension from August 31st to October 30th, 1936 be granted without penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

234-C

#1844

+

October 1, 1936

Columbia Casualty Company,
Jas. McI. Wood, West & Co., Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that we have received notice from A. A. Johnston to the effect that he had received payment in full from the Consolidated Highway Company for his claim in amount of $45.08 for hauling which had been filed against contracts No. 1844 - Doty Ranch-Denebo Road and No. 1845 - Oak Hill-Doty Ranch Section.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

J. McF.
cc to Consolidated Highway Co.,
Failing Bldg., Portland.

Salem ore
Sept 27 — 36

State highway Commission am notifying you that the Consolidated highway corp has paid the $46.08 bill for truck rental. Thanks for your assistance in collecting same

Yours very truly

A A Johnston

RECEIVED
SEP 29 1936
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 29 1936

ptember 24th, 1936.

c.

ny, Inc.,
h, 193 . I
is job for
full for.

Johnston

RECEIVED
SEP 29 1936

September 24th, 1936.

[illegible]

Consolidated Highway Company, Inc.
517 Henry Bldg.,
Portland, Oregon.

Gentlemen:

I hereby release [illegible] all claims against the Consolidated Highway Company, Inc., on my receipt of [illegible] September [illegible]th, 1936. I also agree that [illegible] all bills [illegible] in connection with this job for the operation [illegible] have been fully paid for.

Yours very truly,

A A Johnston

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

[illegible]
SEP 30 1936
[illegible] COMMISSION

September 29, 1936

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

For your information there are enclosed a copy of a letter from A. A. Johnston dated September 24th relative to his unpaid bill of $45.08 in connection with highway construction work, and a copy of his letter of September 27th advising that the bill had been paid.

Yours very truly,

Earl Snell

Secretary of State

S FM
encs.

NOTED
H. B. GLAISYER

COPY

Salem, Ore

Sept 24 - 36

Secratary of State

Sir I mailed a bill for $45.08 on consolidated highway Co. the contract was on 11th st west of Eugene I am enclosing letter from state highway com I quit work 19 Aug and have not been able to get pay for truck rented so far

Respt

A. A. Johnston

COPY

Salem Ore

Sept 27 - 36

Secretary of State

Sir:

The consolidated highway corp has paid the bill of $45.08 in truck rental that I wrote you about thanks very much for your interest in same

Very respt yours

A. A. Johnston

234-e

#1844

J. C. BUNYAN, VICE PRESIDENT

A. N. LINDSAY, ASSISTANT MANAGER X
F. H. SPENCER, ASSISTANT MANAGER

COLUMBIA CASUALTY COMPANY
PACIFIC DEPARTMENT
315 MONTGOMERY STREET, SAN FRANCISCO, CALIFORNIA

JAS. McI. WOOD, WEST & CO.
GENERAL AGENTS
625 FAILING BUILDING
PORTLAND, OREGON
TELEPHONE ATWATER 8643

PORTLAND, OREGON

RECEIVED
SEP 26 1936
OREGON
STATE HIGHWAY C

September 25, 1936

Oregon State Highway Commission,
Salem, Ore.

Attention H. B. Glaisyer, Secy.

Gentlemen:

We acknowledge the receipt of your letter of the 23rd inst. in regard to a claim of A. A. Johnston in the amount of $45.08 against the Consolidated Highway Co. for truck rental.

We also received in the same mail copy of a letter addressed to the Ladd & Bush Bank, and also to A. A. Johnston, stating that if he will call at that bank and sign a full release he will receive payment of his claim. We presume, therefore, that the matter has been satisfactorily disposed of.

Very truly yours,

JAS. McI. WOOD WEST & CO.

BY

MS

FORM 6 A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. E. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

X

OREGON STATE HIGHWAY COMMISSION
SALEM

September 5, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

~~Mr. E. E. Johnston,~~
~~Resident Engineer,~~
~~Eugene, Ore.~~

Dear Sir:

In reply to your letter of September 4th, regarding truck drivers to work for Edwin C. Gerber on Projects NRS 234-C, Contract #1844 and WPSO 234-B, Contract #1845.

Truck Drivers are to be employed from the local office of the National Reemployment Service.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By H. G. Smith

H. G. Smith,
Construction Engineer.

Dictated by
Ray Webber
H.

CC to
R. H. Baldock
K. D. Lytle

FORM 5-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

234-C

OREGON STATE HIGHWAY COMMISSION

SALEM

August 4, 1936.

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. P. Lytle,
Division Engineer,
Roseburg, Ore.

Dear Sir:

We are attaching four copies each of sub-contract agreements between the Consolidated Highway Company, Incorporated, and E. C. Gerber, for placing the bituminous macadam on the Doty Ranch-Canebo Road Section, Contract #1844, and Oak Hill-Doty Ranch Section, Contract #1845. 234-C 234-B

These sub-contracts meet the approval of this office and if they meet your approval, please notify the contractor.

We have kept one copy of each agreement for our records.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

NOTED
State Highway Engineer

By

N. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock

Hwy 28655

Form P. R. 2
State Oregon
U. S. Public Works Highway Project No. NRS 234 Section C
(1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of June, 1936 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.), approved June 16, 1933, and act approved June 18, 1934 (Public No. 393, 73rd Cong.);

Whereas the Highway Department of said State submitted on the 28th day of February, 1934, a project statement, which was approved by the Secretary on the 27th day of March, 1934, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 17th day of January, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seventeen thousand, seven hundred fifty-five and 32/100 dollars ($17,755.32) as the share of the United States payable under said act on account of Section C of said project, which is ~~[illegible]~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

5—5519

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds apportioned under the act of June 18, 1934, (Public No. 393, 73rd Congress). (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 158+30 at the center of Sec. 33, T. 17 S., R. 4 W., W.M., at the west end of Section A of said project and Survey Station 198+70, a point in the east 1/2 of Sec. 32, T. 17 S., R. 4 W., W.M., at the east end of Section B of said project, with no exceptions.

, length 0.765 of a mile~~s~~ in Lane County, being Section C of Ore. U.S. Public Works Hwy. project No. NRS 234 (1935), consisting of 0.765 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~[illegible]~~; known locally as the Eugene-Veneta Highway.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of seventeen thousand, seven hundred fifty-five and 32/100 dollars ($17,755.32), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~ ~~dollars ($~~ is ~~)~~, the approved total estimated cost of Section C of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In ~~no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Article VI. Maintenance of this project will be by the County of Lane pursuant to its agreement of February 8, 1936, with the State Highway Department.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 20th day of July, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,
By R. E. Boykin
Acting Chief, Bureau of Public Roads.

S—5513

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Highway Project No. NRS 234-C (1935) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $17,755.32 as the total estimated cost of said project, and the sum of $ 17,755.32 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~pro rata share of~~ said total estimated cost.

Done at the city of Washington, this 20th day of July one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8—4830

234-e

June 29, 1936

Jas. McF. Wood West & Company,
625 Failing Building,
Portland, Oregon.

Attention: L. A. West.

Gentlemen:

Reference is made ot your letter of June 26th concerning the Consolidated Highway Company contract No. 1844 - Doty Ranch-Danebo Road Section in Lane County.

You are advised that this contract is approximately 25% complete. Total amount paid the contractors to date is $5,535.77 and the retained percentage is $625.96. The completion date of the contract is August 31, 1936.

We would say that proper progress has been made on the work up to the present time and that the work which has been performed is satisfactory.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

J. McF.

234-e

June 29, 1936

Jas. McI. Wood West & Company,
625 Failing Building,
Portland, Oregon.

Attention: L. A. West.

Gentlemen:

Reference is made ot your letter of June 26th concerning the Consolidated Highway Company contract No. 1844 - Doty Ranch-Danebo Road Section in Lane County.

You are advised that this contract is approximately 25% complete. Total amount paid the contractors to date is $5,535.77 and the retained percentage is $625.96. The completion date of the contract is August 31, 1936.

We would say that proper progress has been made on the work up to the present time and that the work which has been performed is satisfactory.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

J. McF.

234-e

J. C. GRIFFITHS, JR. VICE PRESIDENT
J. C. BUNYAN, VICE PRESIDENT

A. N. LINDSAY, ASSISTANT MANAGER
F. H. SPENCER, ASSISTANT MANAGER

COLUMBIA CASUALTY COMPANY
PACIFIC DEPARTMENT
315 MONTGOMERY STREET, SAN FRANCISCO, CALIFORNIA

JAS. McI. WOOD, WEST & CO.
GENERAL AGENTS
625 FAILING BUILDING
PORTLAND, OREGON
TELEPHONE ATWATER 8643

PORTLAND, OREGON

June 26, 1936.

#1544

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

The Columbia Casualty Company are surety on the contract awarded to the Consolidated Highway Co., Inc., of this city, for the 0.765 mile grading, surfacing and bituminous macadam on the Doty Ranch-Danebo Road Section of the Eugene-Veneta Highway.

In this connection we would appreciate very much being advised if the contractor has been making proper progress with the work up to the present time and if the contract is being fulfilled to the satisfaction of the Highway Department.

Thanking you for your kindness in furnishing us with the information requested, we remain,

Very truly yours,

JAS. McI. WOOD WEST & CO.

BY L. A. West

MS.

To June 15 -
E - 4,159.73
Ret - 623.96
Pd - 3,535.77
25% complete
Aug 21, 1936 completion date

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 26 1936
OREGON
STATE HIGHWAY [illegible]

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon NRS 234-C (1935)

May 25, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

234-C

May 1, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Doty Ranch-Danebo Road Section, Project No. NRS 234-C (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

U. S. Public Works
Project No. NRS 734-C (1935)

[illegible] RANCH-[illegible] ROAD SECTION

OF THE EUGENE-FLORENCE HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 16, 1936

All Required		Clearing and Grubbing		$ 940.00
110	cu. yds.	Trench Excavation	$0.67	73.70
9,000	cu. yds.	Excavation, Single Classification	0.29	2,610.00
1,600	yd. stas.	Overhaul	0.02	32.00
1,900	yd. mi.	Truck Haul	0.20	380.00
0.77	mile	Finishing Roadbed & Slopes	500.00	385.00
90	lin. ft.	12" Concrete Pipe	1.00	90.00
100	lin. ft.	18" Concrete Pipe	2.00	200.00
110	lin. ft.	36" Corrugated Iron Pipe (Protected Invert)	6.40	704.00
2,500	cu. yds.	Lower Course Roadbed Topping	0.60	1,500.00
2,500	cu. yds.	Upper Course Roadbed Topping	0.60	1,500.00
1,200	cu. yds.	Crushed Gravel Surfacing and Shoulders	1.50	1,800.00
250	cu. yds.	Filler	0.40	100.00
600	yd. mi.	Hauling Filler	0.20	120.00
150	M-Gals.	Sprinkling	1.80	270.00
1,100	cu. yds.	Mineral Aggregate in Place	2.86	3,146.00
75	tons	Asphalt in Place	27.50	2,062.50
8	"	Emulsified or Cutback Asphalt in Seal Coat	28.50	228.00
		Subtotal		$16,141.20
		10% Engr. & Cont.		1,614.12
		Total		$17,755.32

Length	0.765 mile
Cost per Mile	$23,209.56

NRS (1935) Funds Requested- $17,755.32

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931
State Funds for Maint: Chap. 41, laws 1927; Chap. 248, laws 1931

Oregon State Highway Department

U. S. Public Works Project
No. NRS 234-C (1935)

DUTY RANCH-DANEBO ROAD SECTION

OF THE EUGENE-VENETA HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 7, 1936

All Required		Clearing and Grubbing		$ 200.00
110	cu. yds.	Trench Excavation	$ 1.00	110.00
9,000	cu. yds.	Excavation, Single Classif.	0.30	2,700.00
1,600	yd. sta.	Overhaul	0.03	48.00
1,900	yd. mi.	Truck Haul	0.20	380.00
0.77	mile	Finishing Roadbed and Slopes	250.00	192.50
90	lin. ft.	12" Concrete Pipe	1.50	135.00
100	lin. ft.	18" Concrete Pipe	2.50	250.00
110	lin. ft.	36" Corr. Iron Pipe (Protected Invert)	5.00	550.00
2,500	cu. yds.	Lower Course Roadbed Topping	0.70	1,750.00
2,500	cu. yds.	Upper Course Roadbed Topping	0.70	1,750.00
1,200	cu. yds.	Crushed Gravel Surfacing & Shoulders	1.70	2,040.00
250	cu. yds.	Filler	0.50	125.00
600	yd. mi.	Hauling Filler	0.20	120.00
150	M-Gal.	Sprinkling	1.50	225.00
1,100	cu. yds.	Mineral Aggregate in Place	3.00	3,300.00
75	tons	Asphalt in Place	28.00	2,100.00
8	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00	240.00
			Subtotal	$ 16,215.50
			10% Engr. & Cont.	1,621.55
			Total	$ 17,837.05

Length 0.765 mile
Cost per mile $ 23,316.40

NRS (1935) Funds Requested- -$ 17,837.05

234-e

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

March 28, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to concur in award of contract, as of this date, for Oregon Project NRS 234-C (1935), the Doty Ranch-Danebo Road section of the Eugene-Veneta Highway, to the Consolidated Highway Co. Inc., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer
By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

234-C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

January 17, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon U.S.Public Works project NRS 234-C (1935), the Doty Ranch-Danebo Road section of the Eugene-Veneta Highway, have today been recommended for approval. This is your authority for advertising for bids subject to final review and approval by the Chief Engineer of the Bureau.

Concurrence in award will be withheld pending approval of the revision of the project statement.

It is noted that slope rounding is not specified and while there is, of course, but a very small amount of such work involved, we believe it would have advantages to have had a small item in the estimate. We are, however, recommending approval as submitted.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

CONTRACT# [redacted] 1845

WPSC 234-B Oak Hill-Doty Ranch Sec., 1936
Doty Ranch-Danebo Rd. Sec.

1845

RECEIVED
NOV [illegible] 1937
FOR FILING

234-R

November 17, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed four copies of Form Emp. 32 covering cost of labor and materials for Project No. WPGS 234-R.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

RECEIVED
JUN 30 1937
FOR FILING
234-

June 28, 1937

Eugene Sand & Gravel Company,
843 Franklin Blvd.,
Eugene, Oregon.

Attention: John R. McKy, Jr.

Gentlemen:

Reference ismade to your letter of June 25th concerning the Consolidated Highway Company, Inc., contract in Lane County for the construction of the Oak Hill-Doty Ranch and Doty Ranch-Danebo Road Sections.

You are advised that the bond furnished in connection with the above contracts was written by the Columbia Casualty Company for whom Jas. McI. Wood, West & Company, who have offices in the Failing Bldg., Portland, are resident agents.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

O. BOX 807

OFFICE PHONE 134

EUGENE SAND & GRAVEL CO.

J. R. McKY H. B. RUTH

WASHED SAND, GRAVEL AND CRUSHED ROCK

EXCAVATING AND GENERAL CONTRACTING

843 FRANKLIN BLVD

EUGENE, OREGON

June 25, 1937.

RECEIVED
JUN 28 1937
STATE HIGHWAY COMMISSION

State Highway Commission,
Salem, Oregon.

Gentlemen:

Will you please send us the name of the Bonding Company for the Consolidated Highway Company, Inc., on the Oak-Hill-Doty Ranch Section and the Doty Ranch-Daneboe Road Section of the Eugene-Veneta Highway in Lane County. If possible we would like to have this by Monday Moring. Thanking you for this service. I remain.

Yours truly,

EUGENE SAND & GRAVEL CO.

By John R. McKy Jr.

Pm
prepare answer

RECEIVED
MAR 4 1937
FOR FILING

234-13

March 3, 1937

Columbia Casualty Company
Jas. McI. Wood, West & Co., Agents
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1845 for the construction of the Oak Hill-Doty Ranch Section of the Eugene-Veneta Highway in Lane County has been completed by the contractor, Consolidated Highway Company, and that final settlement will be made by the State with said contractor for work done under this contract, on or after March 13, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information, we wish to advise that the total amount paid the above contractor in connection with this contract will be $29,691.62, including the final payment. Of this amount $101.87 was for force account.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

#1845
x

RECEIVED
DEC 29 1936
FOR FILING
234-B

December 28, 1936

Columbia Casualty Company,
Jas. McI. Wood, West & Co., Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Consolidated Highway Company, Inc., on Contract No. 1845 for the construction of the Oak Hill-Doty Ranch Section of the Eugene-Veneta Road in Lane County. This payment will be made on or after January 7th, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 5-A-1 28059 10M 6-35

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

RECEIVED

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
DEC
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

234 B-C

Eugene, Oregon.
December 17, 1936.

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Oregon.

Dear Sir:

In accordance with Mr. Smith's letter of December 16 I am sending to you today under separate cover the constructed line map of the Oak Hill - Doty Ranch Section and the Doty Ranch-Danebo Road Section of the Eugene - Veneta Highway. I have made corrections on the 1" - 100' located line map to show the changes made in fences and telephone lines. No line and right of way changes were made.

I have not received a copy of Construction Department Circular Letter No. 108. Please furnish me with a copy of it.

Very truly yours,

E. E. Johnston
E. E. Johnston,
Resident Engineer.

CC to
R.H. Baldock, ✓
H.G. Smith
F.A. Skelley

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
DEC [illegible]

Const

OREGON STATE HIGHWAY COMMISSION

SALEM

December 16, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. E. Johnston,
Resident Engineer,
Eugene, Ore.

Dear Sir:

It is noted on the copy of your letter of transmittal of the final records for the Oak Hill-Doty Ranch and the Doty Ranch-Dasebo Road Section that constructed line maps were not included. These should be submitted at your early convenience in accordance with Construction Department Circular Letter #108.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock ✓
E. A. Skelley
K. D. Lytle

NOTED
State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO. No. 8

234 B

December 9, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPSO 234-B, Oak Hill-Doty Ranch Section, Eugene-Veneta Highway, Lane County, was made by a representative of this office on November 17, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Fro

Form 333—5M—7-36

234 B

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 5, 1936

Section	Oak Hill - Doty Ranch	*Kind of work*	Grading and Bituminous Macadam
Highway	Eugene - Veneta	*Section prefix*	220 - 1016
Contractor	Consolidated Highway Co., Inc.	*Contract number*	1845
Date of contract	March 28, 1936	*Date of completion*	~~[illegible]~~ Aug. 31, 1936
Date work started	April 14, 1936	*Estimated date of completion*	-, 193
Amount of contract	$30,442.50	*Per cent of time elapsed*	- 136 %

Estimated cost of completed project, exclusive of engineering $29,972.48

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 2157.00, 7.1 % *Date project was completed* Oct. 29, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Two chainmen computing yardage all week and self on same most of week.

Will have semi-final completed next week.

NOTED
H.W.L.

DEC - 1936

Signed Res. Engr.

Address P.O.Box 204, Eugene, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
NOV 4 1936
FOR FILING

234-B

November 4, 1936

Mr. H. A. Berg,
Special Agent,
Columbia Casualty Company,
Board of Trade Building,
Portland, Oregon.

Dear Sir:

Reference is made to your letter of November 2nd concerning the Consolidated Highway Company, Inc. Contracts No. 1844 - Doty Ranch-Denebo Road Section and No. 1845 - Oak Hill-Doty Ranch Section in Lane County.

You are advised that both of the above contracts were completed on October 29, 1936. Neither project has been accepted and final payment has not been made. In accordance with our usual practice we will advise you ten days before final payment will be made.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

J. C. BUNYAN, VICE PRESIDENT

A. N. LINDSAY, ASSISTANT MANAGER
F. H. SPENCER, ASSISTANT MANAGER

COLUMBIA CASUALTY COMPANY

COLUMBIA CASUALTY COMPANY
PACIFIC DEPARTMENT
315 MONTGOMERY STREET, SAN FRANCISCO, CALIFORNIA

H. A. BERG
SPECIAL AGENT
BOARD OF TRADE BUILDING
PORTLAND, OREGON

PORTLAND, OREGON

1936

November 2, 1936.

State Highway Department
Salem, Oregon

Gentlemen:

Re: Eugene Veneta Highway Contract No. 1844
" " " " 1845
Consolidated Highway Company Inc.

Recently on a trip to Eugene, I inspected this construction work because we wrote the contract bonds for the above construction company and I noticed as far as I could see that the jobs were completed.

Will you kindly advise this office the present status of this work and if same has been approved by your department?

A reply will be greatly appreciated.

Very truly, yours,

H A Berg

Special Agent.

REFERRED TO
BY SECRETARY

prepare answer

RECEIVED
NOV 5 1936
FOR FILING

234 B & C

October 26, 1936

Consolidated Highway Company, Inc.
317 Henry Building,
Portland, Oregon.

Attention: John A. Logan.

Gentlemen:

Receipt is acknowledged of your letter of recent date requesting an extension of time to October 31st on your contracts No. 1844 - Doty Ranch-Danebo Road Section and No. 1845 - Oak Hill-Doty Ranch Section.

Will you please submit separate applications for extension of time on these contracts and also request your surety company to submit their consent on separate letters.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

File - New applications received to take the place of these.
J. McF

October 26, 1936

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Oregon.

Dear Sir:

We hand you herewith copy of a letter from the Consolidated Highway Company, Inc. requesting an extension of time to October 31, 1936, on their Contracts No. 1844, Doty Ranch-Danebo Road Section and No. 1845, Oak Hill-Doty Ranch Section in Lane County.

Please advise of your recommendation so that the matter can be referred to the Highway Commission. Please send separate recommendations for each job.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1844 +
#1845

CONSOLIDATED HIGHWAY COMPANY, Inc.
PORTLAND, OREGON

517 Henry Bldg.
Portland, Ore.

Oregon State Highway Commission
Salem, Oregon
Attention: Mr. H. B. Glaisyer

Gentlemen:

Due to the delay in awarding Contracts #1844 and #1845, we are asking a sixty day extension for the completion of these contracts, such extension to cover the period from August 31, 1936 to October 30, 1936.

The letter of consent of the surety is being forwarded you under separate cover.

Yours very truly,
Consolidated Highway Co., Inc.
John A Logan
John A. Logan, President

jal:jp

J. C. BUNYAN, VICE PRESIDENT

A. N. LINDSAY, ASSISTANT MANAGER
F. H. SPENCER, ASSISTANT MANAGER

COLUMBIA CASUALTY COMPANY
PACIFIC DEPARTMENT
315 MONTGOMERY STREET, SAN FRANCISCO, CALIFORNIA

JAS. McI. WOOD, WEST & CO.
GENERAL AGENTS
625 FAILING BUILDING
PORTLAND, OREGON
TELEPHONE ATWATER 8643

PORTLAND, OREGON

October 23, 1936

Oregon State Highway Commission,
Salem, Oregon

Attention: H. B. Glaisyer

Gentlemen:

Re: Consolidated Highway Co., Inc.

Supplementing letter from the Consolidated Highway Company, under date of October 19th, requesting an extension of time for completing Contracts #1844 and #1845, due to delay in making the original awards, such extension to cover the period from August 31st to October 30th 1936.

You may accept this letter as consent of the Columbia Casualty Company, surety, to the request for such extension of time in connection with the above contracts.

Very truly yours,

JAS. McI. WOOD WEST & CO.

By

LAW/MS.

RECEIVED
OCT 24 1936
OREGON
STATE HIGHWAY [illegible]

#1844 +
#1845

October 15, 1938

Mr. K. D. [redacted]
Division Engineer,
Roseburg, Oregon.

Dear Sir:

Reference is made to the Consolidated Highway Co. Inc. Contracts No. 1844 - Doty Ranch-Danebo Road Section and No. 1845 - Oak Hill-Doty Ranch Section.

The time limit on the above contracts expired on August 31st. On Sept, 14th you forwarded a letter from the above firm to this office and recommended that the time limit be extended thirty days. They stated in their letter that the reasons that the time limit should be extended was mentioned in their letter to Mr. Johnston.

We have never received the consent of their surety nor have we received their formal application which we presume was presented to Johnston, the resident engineer. In any event the contracts apparently were not completed within the thirty day period of time requested and it will be necessary to submit another application.

Will you kindly take the matter up with the contractors and request that they submit individual applications for each job and please forward separate recommendations for each job. The application should be for a period of time which will cover all work on the contracts. It will also be necessary to have the written consent of their surety for each extension.

Applications for extension of time should be addressed to the State Highway Commission and not to the resident engineers.

Very truly yours,

STATE

Secretary.

Dict. by J. McFarland.

#1844

1M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
ROSEBURG, OREGON

September 14, 1936

H. B. Glaisyer
Secretary Oregon State
Highway Commission
Salem, Oregon

Dear Sir:

I am sending you herewith the request of the Consolidated Highway Company for an extension of time on their contracts numbers 1844 and 1845. I would recommend that this thirty-day extension be granted inasmuch as I understand that there was considerable delay in the awarding of their contracts. We have written this company, asking that they secure the consent of their bondsmen and as soon as this arrives, we will forward it to you.

Yours very truly,

K. D. Lytle
K. D. LYTLE
Division Engineer

KDL:GR
Inc. 1

CONSOLIDATED HIGHWAY COMPANY, Inc.
PORTLAND, OREGON

August 31st, 1936.

Oregon State Highway Commission
Office of K. D. Lytle, Division Engineer
Roseburg, Oregon

Attention, Mr. C. D. Cannon

Gentlemen:

Inclosed please find a copy of our letter to Mr. Johnston, the Residence Engineer asking for an extension of time on contracts 1844 and 1845. Also you will find a copy of correspondence of March 6th, written us by the Oregon State Highway Commission regarding delay on awarding the contracts at that time.

As per our letter to Mr. Johnston, we do request a 30 day extension of time on contracts 1844 and 1845.

Yours very truly,

CONSOLIDATED HIGHWAY COMPANY, INC.

By John A Logan
President

JL:L

RECEIVED
SEP -3 [illegible]
[illegible]

August 24th, 1936.

Mr. Johnston,
Residence Engineer,
Eugene, Oregon.

Dear Sir:

You have the copies of the correspondence on the Eugene Contracts 1844-1845 of which there was a 50 day delay.

We therefore request a 30 day extension of time on contracts 1844-1845.

Yours very truly,

CONSOLIDATED HIGHWAY COMPANY, INC.

JAL:AR By

RECEIVED
SEP -3 1936
ROSEBURG DI [illegible]

#1845

C

O

P

Y

Roseburg, Oregon.

September 14, 1936

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

I am sending you herewith the request of the Consolidated Highway Company for an extension of time on their contracts Numbers 1844 and 1845.

I would recommend that this thirty-day extension be granted inasmuch as I understand that there was considerable delay in the awarding of their contracts. We have written this company asking that they secure the consent of their bondsmen and as soon as this arrives, we will forward it to you.

Yours very truly,

K. D. Lytle

Division Engineer.

#1844 + 1845

Oregon State High

234 B & C

DECEIVED
SEP 25 1936
OREGON
STATE

September 24th, [illegible].

Ladd & Bush Bank,
Salem, Oregon

Gentlemen:

We are mailing you a check for $45.08, in favor of Mr. [illegible] Johnston, when he has signed the releases you may deliver him the check.

Advise us whatever expense this might be to your bank.

Yours very truly,

[illegible] HIGHWAY [illegible], INC.

By

JL:L

Oregon

September 24th, 1936.

Mr. [illegible] Johnston,
c/o [illegible]
Route 7,
Salem, Oregon.

Dear Sir:

If you will call at [illegible] and [illegible] Book [illegible] give a full release, [illegible] your check and your bill which is filed [illegible] 8th.

Yours very truly,

CONSOLIDATED [illegible] COMPANY, INC.

By John M Rogan

JL:L

234 B+C

#1844+
#1845

x

September 25, 1933

Mr. A. A. Johnston,
1110 N. Commercial St.,
Salem, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of September 21st advising of your claim against the Consolidated Highway Company, for truck rental, in the sum of $45.08, in connection with their contracts No. 1844 - Doty Ranch-Danebo Road Section and No. 1845 - Oak Hill-Doty Ranch Section in Lane County, both sections being on the Eugene-Veneta Highway.

In reply thereto we would say that the filing of your claim with us is not sufficient for your protection. In accordance with the provisions of Chapter 280, Oregon Laws, 1931, copy of which is enclosed, your claim should be filed with the Secretary of State. It would also be well for you to notify the surety company who furnished the bond in connection with the above contracts, Columbia Casualty Company, of your claim. Their agent is Jas. McI. Wood, West & Company, who have offices in the Failing Building, Portland, Oregon.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict/ by J. McFarland.

September 28, 1938

Columbia Casualty Company,
Jas. McI. Wood, West & Co., Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

We are in receipt of a letter from A. A. Johnston, 1110 N. Commercial St., Salem, Oregon, notifying us of his claim, in amount of $45.08, against Consolidated Highway Company, for truck rental, in connection with their contracts No. 1845 - Oak Hill-Doty Ranch Section, and No. 1844 - Doty Ranch-Danebo Road Section in Lane County.

We are sending you this notice inasmuch as you appear as surety on the bond furnished in connection with the above contracts.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

JM

cc to Consolidated Highway Co.,
Henry Bldg., Portland.

#1844 + #1845

DUPLICATE

RECEIVED
SEP 23 1936
OREGON
STATE HIGHWAY COMMISSION

Salem Oregon
Sept 21 — 36

State Highway Commission
Sirs am enclosing a bill
truck rental
I hauled gravel for
The Consolidated Highway Co
at Eugene on Route F.
Going out from 11th
I quit work 14th [illegible]
And have not been able
to get any money for truck
rental Mr Swarts Engineer
on undercrossing have told me
to send bill to you hoping you
may be able to help me get some

Am Respt C C Johnston
1113 N Com st
Salem

COMPANY, Inc.
G
N

DATE Sept. 9, 1936

on

	AMOUNT
	45.08
TOTAL $	45.08

EXAMINED AND FOUND CORRECT:

APPROVED FOR PAYMENT:

CONSOLIDATED HIGHWAY COMPANY, INC. WILL PAY ALL BILLS ON THE 16TH OF EACH MONTH, FOLLOWING THE MONTH OF PURCHASE, WITH DISCOUNT DEDUCTIONS.

ACCEPTED AND APPROVED:

NAME

BY

DATE

PLEASE RETURN ORIGINAL WITH INVOICES ATTACHED TO INSURE PROMPT PAYMENT.

#1844 + #1845

DUPLICATE

CONSOLIDATED HIGHWAY COMPANY, Inc.

517 HENRY BUILDING
PORTLAND, OREGON

DATE Sept.9,1936

TO A.A.Johnston

c/o Kern & Kibbee, Route 7, Salem Oregon

DATE	FOR	AMOUNT
Aug.	Truck Time	45.08
	TOTAL $	45.08

EXAMINED AND FOUND CORRECT:

APPROVED FOR PAYMENT:

CONSOLIDATED HIGHWAY COMPANY, INC. WILL PAY ALL BILLS ON THE 16TH OF EACH MONTH, FOLLOWING THE MONTH OF PURCHASE, WITH DISCOUNT DEDUCTIONS.

ACCEPTED AND APPROVED:

NAME

BY

DATE

PLEASE RETURN ORIGINAL WITH INVOICES ATTACHED TO INSURE PROMPT PAYMENT.

234-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No.

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 21 1936
OREGON
HIGHWAY COMMISSION

August 20, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to intermediate voucher for Oregon WPSO 234-B, covering period from May 16, 1936 to July 15, 1936, submitted in amount of $3,230.04.

On this voucher is the claim for 330 lin. ft. of 18" concrete pipe. The engineer's estimate to the contractor shows that only 252 lin. ft. of this pipe are on the present project and that 78 lin. ft. are on a non-participating section. Hence, the claim is allowed for only 252 lin. ft. at $2.00 or $504.00, which makes the total amount claimed $6,427.39, and the net claim $3,074.04. The voucher is being recommended in this reduced amount.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

3230.04
3074.04
156.00

1-78

Form 333—5M—11-35

234-B

ON STATE HIGHWAY COMMISSIO

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 15, 1936

Section Oak Hill - Doty Ranch

Kind of work Grading and Bituminous Macadam

Highway Eugene - Veneta

Section prefix 220 - 1016

Contractor Consolidated Highway Co., Inc.

Contract number 1845

Date of contract March 28, 1936

Date of completion August 31, 1936

Date work started April 14, 1936

Estimated date of completion August 31, 1936

Amount of contract $ 30,442.50

Per cent of time elapsed 89 ~~95~~ %

Estimated cost of completed project, exclusive of engineering $ 30,442.50

Per cent of contract completed, based on total contract price 34 %

Engineering cost to date, $ 945.35, 3.1 %

Date project was completed -, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor's forces worked beginning Wednesday morning placing Lower Course Roadbed Topping from station 198+70 ahead and finished the course to station 240+00. Bladed roadbed ahead of gravel, bladed gravel and rolled same. Progress fair, averaging 600 C.Y. per day of two shifts. Spent three days clearing filler pit on force account.

Engineering crew set finish grades.

Signed E. E. Johnston Res. Eng'r.

Address Box 204, Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.41	1.41		1.41	
Miles partially completed	0	0		0	
Miles completed	1.41	0		0	
Total estimated quantities	14,292 C.Y.	11,600 C.Y.		149 T.	
Estimated quantities moved or placed to date	14,292	3,100		0	
Average daily quantities		770			
Average daily quantities necessary to complete project on time		400			
Number shifts per day	2				
Hours per shift	7				
Average force on project for week	25				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	10					4	14
Men and teams							
Men and trucks under 3 tons	10 trucks	- 19 men					19
Men and trucks over 3 tons							
Men and tractors	1						1

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

Form 338—6M—11-35

234-B

X

EGON STATE HIGHWAY COMMISSIO

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 8, 1936

Section Oak Hill - Doty Ranch

Kind of work Grading and Bit. Macadam

Highway Eugene - Veneta

Section prefix 220 - 1016

Contractor Consolidated Highway Co., Inc.

Contract number 1845

Date of contract March 28, 1936

Date of completion August 31, 1936

Date work started April 14, 1936

Estimated date of completion Sept. 15, 1936

Amount of contract $30,442.50

Per cent of time elapsed 85 %

Estimated cost of completed project, exclusive of engineering $30,442.50

Per cent of contract completed, based on total contract price 46 %

Engineering cost to date, $895.35, 2.9 %

Date project was completed *, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor's crew bladed roadbed preparatory to placing gravel topping. Completed roadbed shaping to station 245 Saturday noon. Finishing of slopes yet to be done.

Engineering crew in field Monday checking finish grades and drainage.

NOTED

Signed E. E. Johnston Resident Engineer

Address P.O.Box 204, Eugene, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

Form 338—5M—11-35

234-B

X

EGON STATE HIGHWAY COMMISSIO

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 8, 1936

Section Oak Hill - Doty Ranch

Kind of work Grading and Bit. Macadam

Highway Eugene - Veneta

Section prefix 220 - 1016

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Date of completion August 31, 1936

Date work started April 14, 1936

Estimated date of completion Sept. 15, 1936

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Per cent of time elapsed 85 %

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Engineering crew in field Monday checking finish grades and drainage.

NOTED

Signed E. E. Johnston Resident Engineer

Address P.O.Box 204, Eugene, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	ENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.41	1.41		1.41	
Miles partially completed	0	0		0	
Miles completed	1.41	0		0	
Total estimated quantities	13,000	11,600		149 T	
Estimated quantities moved or placed to date	13,000	0		0	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	2				
Hours per shift	7				
Average force on project for week	4				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Lane COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	8					3	11
Men and teams	2						2
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors	2						2

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., Blade 1, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	")		
Saturday	"		

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

Stencil No. 124 DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon WPSC 234-B
~~NRS [illegible] (1935)~~

July 30, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered projects.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of **thirty-one thousand, six hundred twenty-nine and 16/100** dollars ($**31,629.16**), certified to the Secretary of the Treasury as above mentioned, which [illegible]

[illegible]

[illegible] is [illegible], the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain ~~said~~ project in compliance ~~with said~~ acts of July 11, 1916, and ~~November 9, 1921~~, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing funds and probable amount annually available)

STRICKEN OUT

Article VI. Maintenance of the project will be by the County of Lane pursuant to its agreement of February 8, 1936, with the State Highway Department.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

ER-A4pr- 3136

Form P. R. 2

U. S. Works Program Highway

State Oregon

Project No. WPSO 234-Sec. B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 12th day of Jan, 1936 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Congress):

Whereas the Highway Department of said State submitted on the 28th day of February, 1934, a project statement, which was approved by the Secretary on the 27th day of March, 1934, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 17th day of January, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-one thousand, six hundred twenty-nine and 16/100 dollars ($31,629.16) as the share of the United States payable under said act on account of Section B of said project, which is ~~does not exceed the authorized Federal percentage o~~f the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935, (Public Res. No. 11, 74th Congress)
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 198+70, a point in the E. 1/2 of Sec. 32, T. 17 S., R. 4 W., W.M., the west end of MRS 234-C (1935), and Survey Station 268+70, a point in the N.W. 1/4, Sec. 31, T. 17 S., R. 4 W., W.M., with no exceptions.

, length 1.325 miles, in Lane County, being Section B of Ore. U.S. Works Program Hwy. project No. WPSO 234, consisting of 1.325 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length.~~; known locally as the Eugene-Veneta Highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 20th day of July, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry L. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By F L TouVelle
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,
By L. I. Boykin
Acting Chief, Bureau of Public Roads.

8—5513

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as/U.S. Works Program Highway Project No. WPSO 234-B State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 31,629.16 as the total estimated cost of said project, and the sum of $ 31,629.16 as the share of the United States, payable under said acts on account of such project, which d~~[illegible]~~ is ~~[illegible]~~ said total estimated cost.

Done at the city of Washington, this 20th day of July one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By R. E. Boykin
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—[illegible]

234-B

June 29, 1936

Jas. McI. Wood West & Company,
625 Failing Building,
Portland, Oregon.

Attention: L. A. West.

Gentlemen:

Receipt is acknowledged of your letter of June 26th concerning the Consolidated Highway Company Contract No. 1845 - Oak Hill-Doty Ranch Section in Lane County.

You are advised that this contract is approximately 11% complete. The total amount paid the contractors to date is $2,885.24 and the retained percentage is $509.16. The completion date of the contract is August 31, 1936.

In our opinion the contractors have made favorable progress and the work which has been performed has been satisfactory.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

J. C. GRIFFITHS, JR. VICE PRESIDENT
J. C. BUNYAN, VICE PRESIDENT

A. N. LINDSAY, ASSISTANT MANAGER
F. H. SPENCER, ASSISTANT MANAGER

COLUMBIA CASUALTY COMPANY
PACIFIC DEPARTMENT
315 MONTGOMERY STREET, SAN FRANCISCO, CALIFORNIA

JAS. McI. WOOD, WEST & CO.
GENERAL AGENTS
625 FAILING BUILDING
PORTLAND, OREGON
TELEPHONE ATWATER 8643

PORTLAND, OREGON

234-B

June 26, 1936

Oregon State Highway Commission,
Salem, Oregon

#1845

Gentlemen:

The Columbia Casualty Company furnished the bond on behalf of the Consolidated Highway Co., Inc., of this city, in connection with the contract which was awarded this company for 1.41 miles grading, surfacing and bituminous on the Oak Hill-Doty Ranch Section of the Eugene-Veneta Highway.

We would like very much to be advised if the contractor is making proper progress with the work and if the contract is being fulfilled to the satisfaction of the Highway Department.

Thanking you for your kindness in furnishing us with the information request, we remain,

Very truly yours,

JAS. McI. WOOD WEST & CO.

BY

s

To May 15, 1936

MS.

E - $3,394.40
Ret - $ 509.16
Pd - $2,885.24
11% [illegible]
[illegible] 1936 [illegible]

June 12, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Oak Hill-Doty Ranch Section, Project No. WPSS 234-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon WPSO 234-Sec.B

May 27, 1936.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Iron

234-B

May 4, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Oak Hill-Doty Ranch Section, Project No. WPSO 234-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 234-B

OAK HILL-DUCK RANCH SECTION

OF THE EUGENE-VENETA HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 16, 1936

All Required		Clearing and Grubbing		$ 706.79
220	cu. yds.	Trench Excavation	$0.60	132.00
15,000	cu. yds.	Excavation, Single Classification	0.27	4,050.00
8,800	yd. stas.	Overhaul	0.02	176.00
2,800	yd. mi.	Truck Haul	0.20	560.00
1.33	miles	Finishing Roadbed and Slopes	400.00	532.00
20	lin. ft.	12" Concrete Pipe	1.00	20.00
280	lin. ft.	18" Concrete Pipe	2.00	560.00
40	lin. ft.	24" Concrete Pipe	2.80	112.00
120	lin. ft.	36" Corrugated Iron Pipe, Protected Invert	6.40	768.00
120	lin. ft.	48" Corrugated Iron Pipe, Protected Invert	9.00	1,080.00
4,500	cu. yds.	Lower Course Roadbed Topping	0.72	3,240.00
4,500	cu. yds.	Top Course Roadbed Topping	0.72	3,240.00
2,000	cu. yds.	Crushed Gravel Surfacing and Shoulders	1.65	3,300.00
500	cu. yds.	Filler	0.30	150.00
1,500	yd. mi.	Hauling Filler	0.20	300.00
200	M-Gals.	Sprinkling	1.80	360.00
1,900	cu. yds.	Mineral Aggregate in Place	2.86	5,434.00
128	tons	Asphalt in Place	28.50	3,648.00
14	tons	Emulsified or Cutback Asphalt	27.50	385.00
			Subtotal	$28,753.79
			10% Engr. & Cont.	2,875.37
			Total	$31,629.16

Length	1.325 miles
Cost per Mile	$23,871.06

WPSO Funds Requested- $31,629.16

Estimated Labor Required	20,000 man-hours
Cost of Labor	$12,500
Cost of Materials	$ 4,200

Funds for Maint: See agreement signed by County February 5, 1936 and by the Highway Commission February 8, 1936.

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON

GAYLORD B. ECKLES
Manager

234-B-1

April 25th, 1936.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: Contract No. 1846 - Warren Northwest, Inc.

We are today sending you by express four copies of Contract No. 1846, which was recently awarded to the Warren Northwest, Inc., covering 7.97 miles regrading, surfacing and oiling on the Reedsport-Wilson Ranch Section of the Umpqua Highway in Douglas County, having executed the bond in connection therewith.

Yours very truly,

Manager.

DW-

USF&G FORTIETH YEAR

Portland 104 5m 2-17-36

234 Dec

#1844+
#1845

April 14, 1936

Mr. D. C. Latourette
508½ Main Street
Oregon City, Oregon

Dear Sir:

Responding to your request of the 13th inst, I am returning to you herewith the assignment given to you by the Consolidated Highway Company, Inc., covering all monies due and to become due in connection with their contracts 1844 and 1845 with the State Highway Commission for road work on the Doty Ranch-Danebo Road and the Oak Hill-Doty Ranch Sections of the Eugene-Veneta Highway in Lane County.

You will be interested to know that we received in this morning's mail a letter from the Consolidated Highway Company, Inc. requesting us to mail their warrents direct to you. I have requested the auditor to comply therewith.

Very truly yours,

Secretary

HBG:dp

encl.

D. C. LATOURETTE
ATTORNEY-AT-LAW

H. E. HOLLOWELL
LOANS-MORTGAGES-INSURANCE

OFFICE 508½ MAIN ST.
OREGON CITY, OREGON
PHONE 62

RECEIVED
APR 14 1936
OREGON
STATE HIGHWAY COMMISSION

April 13, 1936.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We sent you on the 6th inst. an assignment from the Consolidated Highway Company, Inc. to pay the money coming from you to them to the undersigned D. C. Latourette, and on Saturday I received a letter from you stating your desire to change the assignment, and I am writing to you to ask you to return this assignment above referred to to me.

Very truly yours,

D. C. Latourette

D. C. Latourette

April 10, 1936

Mr. D. C. Latourette
508½ Main Street
Oregon City, Oregon

Dear Mr. Latourette:

Acknowledgement is made of the receipt of your letter of the 6th inst. and the enclosed assignment from the Consolidated Highway Company, Inc. to yourself, whereby the company assigns all monies due and to become due it, in connection with its contracts 1844 and 1845 for certain road construction work in Lane County, namely: Doty Ranch-Danebo Road Section and Oak Hill-Doty Ranch Section.

The assignment has never been prepared in conformance with our requirements, hence we cannot honor the same as written. I am enclosing 8 copies of our standard assignment form and am asking that you have these executed by the proper officers of the Consolidated Company, Inc. Three copies of the assignment for each job should be returned to this office and you may retain the fourth copy.

Due to the fact that the contracts covering the above projects have not yet been returned to us, we have no knowledge of the company as yet that is to write the bond. The bonding company in connection with each must consent to the assignment before we can honor it, and such consent must be furnished us in writing.

Very truly yours,

Secretary

HBG:dp
encl.

D. C. LATOURETTE
ATTORNEY-AT-LAW

H. E. HOLLOWELL
LOANS-MORTGAGES-INSURANCE

OFFICE 508½ MAIN ST.
OREGON CITY, OREGON
PHONE 62

RECEIVED
APR 9 1936

April 6, 1936.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

The Consolidated Highway Company, Inc. has this date assigned to the undersigned the money coming and to come on the following contracts, to-wit:

1844, DotyRanch- Danebo Road Section
1845, Oak Hill-Doty Ranch section.

and the undersigned hereby requests that you mail all checks payable to the Consolidated Highway Company, Inc. to the undersigned D. C. Latourette of Oregon City, Oregon

Very truly yours,

D. C. Latourette

D. C. Latourette

P. S.

I enclose you the assignment, the receipt of which you will please acknowledge.

ACKNOWLEDGED
H. B. GLAISYER

J. C. GRIFFITHS, JR. VICE PRESIDENT
J. C. BUNYAN, VICE PRESIDENT

A. N. LINDSAY, ASSISTANT MANAGER
F. H. SPENCER, ASSISTANT MANAGER

COLUMBIA CASUALTY COMPANY
PACIFIC DEPARTMENT
315 MONTGOMERY STREET, SAN FRANCISCO, CALIFORNIA

JAS. McI. WOOD, WEST & CO.
GENERAL AGENTS
625 FAILING BUILDING
PORTLAND, OREGON
TELEPHONE ATWATER 8643

PORTLAND, OREGON

2346

1936

April 11, 1936

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

We have executed on behalf of the Consolidated Highway Co., Inc., two bonds in connection with two contracts which have been awarded to them, one for the 0.765 mile grading, surfacing and bituminous macadam on the Doty Ranch-Danebo Road Section of the Eugene-Veneta Highway, in the amount of $16,141.20, and the other for the 1.41 miles grading, surfacing and bituminous on the Oak Hill-Doty Ranch Section of the Eugene-Veneta Highway.

Four copies of each of these contracts and bonds are being forwarded to you today by express.

Very truly yours,

JAS. McI. WOOD WEST & CO.
BY M Shearer

MS.

NOTED
H. B. GLAISYER

234-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREGON

March 28, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to concur in award of contract, as of this date, for Oregon Project WPSO 234-B, Oak Hill-Doty Ranch section of the Eugene-Veneta Highway, to the Consolidated Highway Co. Inc., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(54)

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

SYMBOLS
DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 1936 MAR 28 PM 1 04

PRAB62 8=PORTLAND ORG 28 1245P

OREGON STATE HIGHWAY COMMISSION=

ACKNOWLEDGE TELEGRAM SEND CONTRACTS AT AN EARLY DATE=

CONSOLIDATED HIGHWAY COMPANY INC.

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

You are requested to notify the National Reemployment Service at once of the approximate time work will begin and the number and classification of laborers needed for such work.

Very truly yours,
STATE HIGHWAY COMMISSION

By

SECRETARY

DP
encl.

March 28, 1936

Consolidated Highway Co., Inc.
502 Guardian Building
Portland, Oregon

Gentlemen:

Confirming our telegram to you of today's date, the State Highway Commission has awarded you, as of March 28, 1936, the contracts for the 0.765 mile grading, surfacing and bituminous macadam on the Doty Ranch-Danebo Road Section of the Eugene-Veneta Highway and for the 1.41 miles grading, surfacing and bituminous macadam on the Oak Hill-Doty Ranch Section of the Eugene-Veneta Highway, both sections being in Lane County. These awards are based on your bids, submitted February 6, 1936, of $16,141.20 and $30,442.50 respectively.

You may consider this letter as your authority, and our request, to begin operations immediately. Contract forms will be sent you shortly for execution.

You are requested to notify the National Reemployment Service at once of the approximate time work will begin and the number and classification of laborers needed for such work.

Very truly yours,
STATE HIGHWAY COMMISSION

By

SECRETARY

DP
encl.

		FULL RATE	
LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF
WESTERN UNION TELEGRAM

SALEM OREGON MARCH 26, 1936

CONSOLIDATED HIGHWAY CO., INC.
502 GUARDIAN BUILDING
PORTLAND, OREGON

STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACTS FOR THE DOTY RANCH-DANEBO ROAD SECTION AND OAK HILL-DOTY RANCH SECTION OF EUGENE-VENETA HIGHWAY BASED ON YOUR BIDS OF FEBRUARY SIXTH AUTHORITY HEREBY GIVEN TO BEGIN OPERATIONS IMMEDIATELY

OREGON STATE HIGHWAY COMMISSION

STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACTS FOR THE DOTY RANCH-DANEBO ROAD SECTION AND OAK HILL-DOTY RANCH SECTION OF EUGENE-VENETA HIGHWAY BASED ON YOUR BIDS OF FEBRUARY SIXTH AUTHORITY HEREBY GIVEN TO BEGIN OPERATIONS IMMEDIATELY

OREGON STATE HIGHWAY COMMISSION

File -

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM ☐	FULL RATE ☐
DAY LETTER ☐	DEFERRED ☐
NIGHT MESSAGE ☐	NIGHT LETTER ☐
NIGHT LETTER ☐	SHIP RADIOGRAM ☐

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON MARCH 26, 1936

CONSOLIDATED HIGHWAY CO., INC.
502 GUARDIAN BUILDING
PORTLAND, OREGON

STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACTS FOR THE DOTY RANCH-DANEBO ROAD SECTION AND OAK HILL-DOTY RANCH SECTION OF EUGENE-VENETA HIGHWAY BASED ON YOUR BIDS OF FEBRUARY SIXTH AUTHORITY HEREBY GIVEN TO BEGIN OPERATIONS IMMEDIATELY

OREGON STATE HIGHWAY COMMISSION

4ie

FORM 9-A-1 9M 1-26

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

2710#C

March 25, 1936

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Please send us construction job prefixes for the Doty Ranch-Danebo Road and Oak Hill-Doty Ranch sections of the Eugene-Veneta Highway in Lane County.

Have the contracts for these two sections been signed? We understand that the right of way situation has now been taken care of by Lane County although we have not received definite word from the county officials that such is the case.

NOTED
State Highway Engineer

Very truly yours,

E. A. COLLIER
Division Engineer

By CDC
C. D. Cannon
Office Engineer

cc. R. H. Baldock

CDC:AF

CONSOLIDATED HIGHWAY COMPANY, Inc.
424 Henry Building
Portland, Oregon March 7th, 1936.

Oregon State Highway Commission
Salem, Oregon.

Attention, Mr. H. B. Glaisyer,

Gentlemen:

Your letter under date of March 6th, 1936 received in reference to the two Lane County Contracts.

Our Firm is willing to accept your Award on these two Contracts in accordance with your requirements, stated in your letter, with reference to a 21 day delay of right of way.

Trusting this answers your letter of March 6th satisfactorily, we are

Yours very truly,

CONSOLIDATED HIGHWAY COMPANY, INC.

By John A Logan Pres.

By Wayne E. Hibbard Sec.

JL:AM

REFERRED TO
Mr. Baldock
BY SECRETARY

REFERRED TO
Mr. Probert
By State Highway Engineer

Swb

NOTED
State Highway Engineer

March 6, 1936

Consolidated Highway Co., Inc.,
502 Guardian Building
Portland, Oregon

Gentlemen:

On February 6, 1936, the State Highway Commission received bids for the construction of the following projects in Lane County:

Grading, surfacing and bituminous macadam construction on the Doty Ranch-Danebo Road Section of the Eugene-Veneta Highway;

Grading, surfacing and bituminous macadam construction on the Oak Hill-Doty Ranch Section of the Eugene-Veneta Highway.

The bids submitted by you for these projects, viz.: $16,141.20 and $30,442.50, respectively, were the low bids submitted and each was satisfactory to the Commission, although the Commission was unable to award the contracts at that time because right of way matters were still pending.

The State Highway Commission was of the belief that these right of way matters would be satisfactorily disposed of within 30 days from the date of receiving bids and fully intended to award these contracts to you within that time. However, it now develops that it may not be possible to award the contracts for another 20 days due to the fact that the law covering acquisition of right of way by county courts grants the property owner a 20-day period in which to appeal from the order of the county court. Lane County Court's order was made today. If no such appeal is filed within the ensuing 20 days the County Court may take immediate possession of the property. If appeal is taken by the property owner before the 20-day period elapses, then the county has the right to take possession of the property immediately upon the filing of such appeal.

According to the provisions of your proposal, the State Highway Commission must award these contracts to you before the expiration of 30 days from the date of the taking of bids; otherwise, you are privileged to withdraw your bid and demand the return of your bid deposit. Such 30-day period expires today, hence this letter is directed to you to ascertain whether or not you would be willing to wait the maximum of another 21 days for the award of these contracts. In other words, in accordance with information at hand, the Commission will award these contracts to you within 21 days of this date.

If you will agree to accept the award of these contracts, notwithstanding the additional delay, will you please so advise me by letter as soon as possible? If you are not willing to accept the awards under those conditions, the Commission has no alternative but to return your bid deposit and readvertise the projects.

Thanking you for an early response to this letter, I remain

Very truly yours,

HBG:MC

Secretary

234 B, C

March 28, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In confirmation of our oral request, we hereby request your concurrence in the award of the following contracts:

1. Grading and bituminous macadam on the Oak Hill-Doty Ranch Section of the Eugene-Veneta Highway (Project WPSO 234-B).

2. Grading and bituminous macadam on the Doty Ranch-Dumebo Road Section of the Eugene-Veneta Highway (Project NRS 234-C (1935)).

With your concurrence, contracts for both of these projects will be awarded today (March 28th) to the Consolidated Highway Co., Inc., 502 Guardian Building, Portland, Oregon.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MB

234-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

January 22, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon U.S.Works Program Highway project WPSO 234-B, the Oak Hill-Doty Ranch section of the Eugene-Veneta Highway, have been recommended for approval. This is your authority to advertise for bids, as of this date, subject to final review and approval by the Chief Engineer of the Bureau.

Concurrence in award of contract will be withheld pending approval of the revision of the project statement.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Highway Engineer

234-B

January 4, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Oak Hill-Doty Ranch Section, Project No. WPSO 234-B.

Five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 234-B

OAK HILL-DOTY RANCH SECTION

OF THE EUGENE-VENETA HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 4, 1936

All Required		Clearing and Grubbing		$ 250.00
220	cu. yds.	Trench Excavation	$ 1.00	220.00
15,000	cu. yds.	Excavation, Single Classification	0.30	4,500.00
8,800	yd. sta.	Overhaul	0.03	264.00
2,800	yd. mi.	Truck Haul	0.20	560.00
1.33	mile	Finishing Roadbed and Slopes	250.00	332.50
20	lin. ft.	12" Concrete Pipe	1.50	30.00
280	lin. ft.	18" Concrete Pipe	2.50	700.00
40	lin. ft.	24" Concrete Pipe	3.00	120.00
120	lin. ft.	36" Corr. Iron Pipe, Protected Invert	5.00	600.00
120	lin. ft.	48" Corr. Iron Pipe, Protected Invert	7.50	900.00
4,500	cu. yds.	Lower Course Roadbed Topping	0.85	3,825.00
4,500	cu. yds.	Top Course Roadbed Topping	0.85	3,825.00
2,000	cu. yds.	Crushed Gravel Surfacing and Shoulders	1.85	3,700.00
500	cu. yds.	Filler	0.50	250.00
1,500	yd. mi.	Hauling Filler	0.20	300.00
200	M-Gal.	Sprinkling	1.50	300.00
1,900	cu. yds.	Mineral Aggregate in Place	3.00	5,700.00
128	tons	Asphalt in Place	28.00	3,584.00
14	tons	Emulsified or Cutback Asphalt	30.00	420.00

Subtotal	$ 30,380.50
10% Engr. & Cont.	3,038.05
Total	$ 33,418.55

Length	1.325 miles
Cost per mile	$ 25,221.54

WPSO Funds Requested- $ 33,418.55

Estimated Labor Required	20,000 man-hours
Cost of Labor	$ 12,500
Cost of Materials	$ 4,200

CONTRACT# [redacted] [redacted] 1846

10-1106 Reedsport-West Forest Boundary
1936

1846

RECEIVED
JAN 18 1937
FOR FILING
10-1106

[illegible]

WARREN NORTHWEST INC.
formerly
NORTHWEST ROADS COMPANY

BOISE, IDAHO
BILLINGS, MONTANA

P.O. BOX 5072
PORTLAND, OREGON

January 15, 1937

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

I acknowledge your letter of January 13th advising that favorable action was taken by the Oregon State Highway Commission on granting extensions of time for completion of our two contracts No. 1846 and No. 1869. 26-1122
10-1106

Thanking you for advising us in this matter, we are with very best personal regards,

Very truly yours,

WARREN NORTHWEST INC.

Theodore Shoemaker
President

TS:ZA

10-1106 RECEIVED #1846

December 4, 1936

United States Fidelity & Guaranty Co.
G. B. Eckles, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1846 for the construction of the Reedsport-Wilson Ranch Section of the Umpqua Highway in Douglas County has been completed by the contractor, Warren Northwest, Inc., and that final settlement will be made by the State with said contractor for work done under this contract, on or after December 14, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information, we wish to advise that the total amount paid the above contractor in connection with this contract will be $64,413.32, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

CE

FORM S-A-1 8M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
C. S. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
OCT [illegible] 1936
FOR FILING

IN REPLY PLEASE
REFER TO FILE NO.

10-1106

October 26, 1936.

~~Mr. Glen Roberts,~~
~~Resident Engineer,~~
~~Reedsport, Ore.~~

Dear Sir:

The Division Office has requested that we send you the constructed transit notes for the Reedsport-Wilson Ranch Section of the Umpqua Highway.

Mr. McCallister wishes to keep the notes until final estimate has been checked. It will therefore be 10 days or two weeks before the notes can be sent.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock ✓
K. D. Lytle

NOTED
State Highway Engineer

FORM 8-A-1 6M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

10-1106

Oct. 24th, 1936

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

The constructed alignment on the Reedsport-Wilson Ranch Section is not as originally planned.

Please send the construction transit notes to G. E. Roberts at Reedsport in order that corrections might be made on the map.

Very truly yours,

K. D. LYTLE
Division Engineer

By CDC
C. D. Cannon
Office Engineer

cc. R. H. Baldock

CDC:AF

NOTED
State Highway Engineer

10-1106

#1846

October 22, 1936

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Bldg.,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Warren Northwest, Inc. on Contract No. 1846 for the construction of the Reedsport-Wilson Ranch Section of the Umpqua Highway in Douglas County. This payment will be made on or after October 31, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Oct. 16, 1936

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Attached hereto you will find material receipt book No. 58. This should be placed with the records pertaining to the Reedsport-Wilson Ranch Section, contract No. 1846. Final estimate and ~~other~~ supporting data were sent to you yesterday.

Very truly yours,

K. D. LYTLE
Division Engineer

By
C. D. Cannon
Office Engineer

cc. R. H. Baldock

CDC:AF

NOTED
State Highway Engineer

FORM 3-A-1 8M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

X

10-[illegible]

Oct. 15, 1936

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

We are sending you today by express the semi final estimate and supporting data for the Reedsport-Wilson Ranch Section of the Umpqua Highway, contract #1846:

3 Copies semi final estimate and quantity summary
57 Material receipt books
1 Book earthwork computation sheets
1 Book of cross section and haul notes
1 Book "S" Line transit notes
1 Book construction level notes
1 Book oil spread tickets
1 Book summary of material receipts and No. 3 Road Oil
1 Book Platted cross sections
1 Roll filler haul chart
1 Roll construction mass diagram
1 Roll construction profile (tracing cloth)
~~1 Set Semi Final estimate sheets and quantity summary~~

Will you please send us one blue print copy of the profile?

Very truly yours,

K. D. LYTLE
Division Engineer

By
C. D. Cannon
Office Engineer

cc. R. H. Baldock

CDC:AF

NOTED
State Highway Engineer

FORM D-A-4 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

Oct. 15, 1936

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. B. GLAISYER

Dear Sir:

I am attaching hereto a letter from the Warren Northwest Inc. asking for an extension of time on their Umpqua Highway contract #1846 from August 31st, to Sept. 27th.

I would recommend that this extension be granted for the reason that there was only one plant in the vicinity of the work which could furnish sufficient materials for this job and there was so much work in this vicinity that it was impossible to complete the project in the specified time.

The consent of the surety company to this extension is also attached hereto.

Very truly yours,

K. D. LYLE
Division Engineer

cc. R. H. Baldock

KDL:AF

NOTED
State Highway Engineer

WARREN NORTHWEST INCORPORATED

Oct. 3, 1936
Portland, Ore.

Mr. K. D. Lytle, Div. Engr.
Oregon State Hwy. Comm.
Roseburg, Ore.

Subject: UMPQUA HIGHWAY CONTRACT No. 1846.

Dear Sir:

I acknowledge your letter of Sept. 30th, and herewith request an extension of time for completion of the above numbered contract to Sept. 27th, 1936.

Under date of August 21st, 1936 in letter addressed Mr. G. E. Roberts, Resident Engineer, we requested an extension of time on this contract and I quote the second paragraph of this letter:

> "We feel this extension of time is justified in view of the fact work was promptly started and prosecuted to the maximum capacity of commercial aggregate plant located at Reedsport, which plant has endeavored to cooperate fully with the State of Oregon in the completion of an unusual amount of local construction projects."

We are sending copy of this letter to the U.S. Fidelity and Guaranty Company, surety under this contract and it will serve as a request of them that they consent to an extension of time on this contract.

We take this opportunity of thanking your district for cooperation with us in the execution of this contract and hope we may be successful in securing additional contracts under your jurisdiction.

With very best personal regards, we are,

Very truly yours,

WARREN NORTHWEST INC.

By Theodore Shoemaker (Signed)
President

COPY

UNITED STATES FIDELITY AND GUARANTY COMPANY
Portland Office
1112 Bedell Building, Portland, Ore.

October 5, 1936

Mr. K. D. Lytle, Div. Engr.
Oregon State Hwy. Comm.
Roseburg, Ore.

Re: Warren Northwest, Inc. - Contract No. 1846.

Dear Sir:

Referring to the request of Warren Northwest, Inc. for an extension of time to Sept. 27th, 1936 for the completion of contract for 7.97 miles regrading, surfacing and oiling on the Reedsport-Wilson Ranch Section of the Umpqua Highway, in Douglas County, you are advised that this Company, as the surety for Warren Northwest, Inc. on said contract, hereby consents to the extension of time requested.

Yours very truly,

(Signed) Mr. Spratt
Asst. Mgr.

copy

Form 338—5M—5-36

O ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 10th., 1936, 193

Section Reedsport - Wilson Ranch

Kind of work Regrading, Surfacing & Oiling

Highway Oregon Coast

Section prefix 10 - 1106

Contractor Warren Northwest, Inc.

Contract number 1846

Date of contract April 16th., 1936, 193

Date of completion Aug. 31st., 1936, 193

Date work started May 25th., 1936, 193

Estimated date of completion Sept. 26th., 1936, 193

Amount of contract $ 63,755.00

Per cent of time elapsed 119% %

Estimated cost of completed project, exclusive of engineering $ 64,708.00

Per cent of contract completed, based on total contract price 100% %

Engineering cost to date, $ 2,683.00, 4.2% %

Date project was completed Sept. 26th., 1936, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed semi-final estimate and expressed same to Mr. K.D. Lytle at Roseburg, Friday.

NOTED

RECEIVE
OCT 12 1936

Signed Glen E Roberts

Address Reedsport, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	8.01	7.99		8.38	
Miles partially completed	xxxxxx	xxxxx		xxxxxx	
Miles completed	8.01	7.99		8.38	
Total estimated quantities	5,900	20,000		2,780 Yds 232 Tons	
Estimated quantities moved or placed to date	6,081	19,560		2,802 Yds 218 Tons	
Average daily quantities	xxxx	xxxxx		xxxxx	
Average daily quantities necessary to complete project on time	xxxx	xxxxx		xxxxx	
Number shifts per day	xxxx	xxxx		xxxxx	
Hours per shift	xxxxx	xxxxx		xxxxx	
Average force on project for week	xxxxx	xxxxx		xxxxx	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Warm		
Monday	Warm		
Tuesday	Warm		
Wednesday	Warm		
Thursday	Warm		
Friday	Warm		
Saturday	Fair.		

FORM S-A-1 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

110-1106

Oct. 8, 1936

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Complying with your request of October 2nd, we are attaching hereto one book of material receipts as the supporting data for the quantities of oil rock used in the construction of the wye at Reedsport.

Bill in favor of the Umpqua River Navigation Company in the amount of $318.25 was recently submitted for this material.

After confirmation of the quantities, please return this receipt book to Resident Engineer Glenn Roberts at Reedsport as it is part of the records pertaining to the contract for the Reedsport-Wilson Ranch Section.

The material was placed by the contractor under price agreement.

Very truly yours,

K. D. LYTLE
Division Engineer

By CDC
C. D. Cannon
Office Engineer

cc. R. H. Baldock
G. E. Roberts

CDC:AF

10-1106

#1846
x

September 29, 1936

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Oregon.

Dear Sir:

Reference is made to the Warren Northwest, Inc. Contract No. 1846, Reedsport-Wilson Ranch Section in Douglas County.

The time limit on this contract expired on August 31, 1936, and according to our records the work was not completed until September 27, 1936. Will you please request the contractors to make application for an extension of time and forward us your recommendations.

The application must be accompanied by the written consent of the surety on the bond furnished in connection with the contract.

Very truly yours,

STATE HIGHWAY COMMISSION

Secretary.

Dict. by J. McFarland.

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

x

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

10-1106

June 30, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

I believe Mr. DeSousa is writing you full particulars concerning distribution of construction costs at the Reedsport Grade Crossing.

It is my understanding that the railroad will furnish creosoted ties and ballast for the crossing which the highway department will eventually pave. Any temporary planking will of course be furnished by the Highway Department.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
SALEM

June 30, 1936.

In Reply Please Refer to File No.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

I believe Mr. DeSouza is writing you full particulars concerning distribution of construction costs at the Reedsport Grade Crossing.

It is my understanding that the railroad will furnish creosoted ties and ballast for the crossing which the highway department will eventually pave. Any temporary planking will of course be furnished by the Highway Department.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

June 4th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

In view of the fact that Mr. Devers considers it necessary to reimburse the California-Oregon Power Company for lowering of the water mains on the Reedsport project, it will be necessary for you to furnish a detailed estimate of this cost. We can then include this as part of the project and secure Federal cooperation.

Please ask the power company to give you such an estimate, itemized as much as possible, and forward as soon as convenient.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

March 16th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. J. E. DeSouza
Assistant Attorney
Office

Dear Sir:

In regard to the grade crossing on the Umpqua Highway in Reedsport, the following are the answers to your questions of March 12th:

1. Width and type of crossing to be constructed should be adequate for a 20-foot oiled surface highway.

2. Creosoted ties should be placed under the crossing so that repairing can be deferred for as long as possible.

3. Steel guard rails need not be provided since the Southern Pacific objects to their use, and we have built several oiled and paved crossings on their lines without the use of guard rails.

4. Electrical signals need not be provided since there are no electrical signals on the existing crossing immediately south of there.

5. Distribution of cost as suggested in your letter would seem to be satisfactory except no steel guard rails need to be provided.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED

900 1-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

Mr. Baldock

March 12, 1936

NOTED
[illegible]

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

Receipt is acknowledged of your communication of the tenth instant relative to grade crossing at Reedsport on the Umpqua Highway connection with the Oregon Coast Highway. In order that we may have adequate information upon which to base a petition, will you please advise us as to the following items:

1. Width and type of crossing to be constructed. By this is meant the width of surface at right angles to the highway center line and whether the crossing is to be paved or planked.

2. Should creosoted ties be placed under the railroad track?

3. If the crossing is to be paved, should steel guard rails be provided in order to hold the pavement between the tracks?

4. Will electric crossing signals be provided, and, if so, how will they be constructed, by whom paid for, and who should assume the maintenance?

5. What distribution of construction and maintenance costs on the crossing should be requested? In recent grade crossing matters we have requested

(a) That railroad company provide and install creosoted ties and provide and place additional ballast depth sufficient to take care of the highway roadbed. We have also requested that railroad maintain its rails, ties, ballast, and roadbed, and also operate and maintain the electric crossing signals;

Mr. H. G. Smith
March 12, 1936
Page 2

(b) State has agreed to assume the cost of the construction of the crossing, including the cost of the steel guard rails, and has agreed to maintain the highway roadbed and pavement, including the pavement between the rails.

In making your decision as to the cooperative features of construction and maintenance, consideration should be given to the fact that the Supreme Court of the United States recently has held that no burden in connection with highway crossings of railroads can be imposed upon the railroad companies unless there is some showing of benefits to be derived by the railroad companies. It would not appear to us that there are any particular benefits to railroad company in the present instance and we would be somewhat hesitant about going into a hearing wherein we would seek to impose material expenditures upon the railroad company.

It will be necessary that we have five copies of a map showing the location and profile of the proposed crossing.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock ✓

FORM 8-A-1 5M 1-26

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

10-1106

May 14, 1936

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

-Reedsport-Wilson Ranch Project-

A small amount of grade widening is to be performed on this project and the fill sections and quantities will be very small. Material is to be obtained from two borrow sites and it will be necessary to have engineer or his assistant on the road to show contractors where to dump.

Mr. Roberts asks if it will be allowable to keep notes showing station and quantity of truck loads dumped for embankment and not to prepare cross sections or computations of embankment areas. Substantiation of estimate would be based on standard cross sections of all excavation made and haul computed on basis of notes taken to show where trucks were dumped. He estimates this will save considerable paper work and will give more accurate measure of actual haul made than to make embankment cross sections. In many cases the embankment would be only two or three feet wide and 6 inches deep at the deepest place. I recommend this suggestion. Please advise.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AF

NOTED
State Highway Engineer

10-1106

May 12, 1936

Warren Northwest Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

By express we are forwarding to you today a fully executed copy of contract #1846, which was awarded to you on April 16, 1936, for 7.97 miles regrading, surfacing and oiling on the Reedsport-Wilson Ranch Section of the Umpqua Highway in Douglas County.

This copy is for your records and files.

Very truly yours,

Secretary

DP

10-1106

April 27, 1936

Mr. Roy G. Bradley
Camp Walker
Reedsport, Oregon

Dear Sir:

In response to your inquiry of April 24, you are advised that the Reedsport-Wilson Ranch Section of the Umpqua Highway was awarded to Warren Northwest, Inc., on April 16. The contractors, Warren Northwest, Inc., address is P. O. Box 5072, Portland, Oregon.

For your further information, we are enclosing a list of the prequalified contractors.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

Encl.
JM:CK

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

ISSION

RECEIVED
FEB 26 1936
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

REFERRED TO
BY SECRETARY

Jack
send him a list
of contractors and tell him
about contracts for Reedsport
HBG

APR 27 1936

Reedsport, Oregon
Camp Walker
April 2-, 1936

Oregon State Highway Commission
Salem, Oregon
Dear Sirs:

I would like to know if you could inform me as to; how to get in touch with some of the contractors, who will be working for the Highway commission I would like to know is there would be any chance of an expirenced jack-hammer man getting a job.

I would like to know about the Reedsport-Wilson ranch section of the Umpqua highway, which is to be

---

you the following
the Umpqua Highway
e present traveled

berts

ed by Roberts
" "
" "

in on which Roberts
alignment very closely:

NOTED

atment placed by
y having the mineral
eedsport at the
he City of Reedsport
kpiling rock at

the maximum uniform
small grading cost.
ranted but if this
rface and oil without
any grading. Under this arrangement there would be some slightly narrow spots, etc.

Roberts has taken some cross sections in the field, but in general has used Martin's location cross sections. The line and grade projected by Roberts can, I think, be followed although it may become necessary to make a few minor revisions during construction.

It would be advisable to award this contract as soon as possible so that at least part of the surfacing may be placed during Spring weather when it will give us a better chance to compact it than during summer months.

Herewith Special Provisions and Engineer's Estimate.

Very truly yours,

cc. R. H. Baldock
EAC:AF

E. A. COLLIER, Division Engr.

FORM 5-A-1 5M 11-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

10-1106

RECEIVED
FEB 26 1936
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

Feb. 25, 1936

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
St
Sa

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Un ollowing
su an Highway
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And ch Roberts
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LLON

At a aced by
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It wou e that
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give u months.

Herewith Special Provisions and Engineer's Estimate.

Very truly yours,

cc. R. H. Baldock
EAC:AP

E. A. COLLIER, Division Engr.

---

widened.

I have run a jack-hammer for over a year. I have been forman of the jack-hammar crew for over ten months.

I can give reasonable reference, and also written records of my work.

Yours sincerely,
Roy G. Bradley

W [illegible] Ave
R [illegible] 5072, Port.

FORM 5-A-1 5M 11-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
FEB 26 1936

10-1106

OREGON STATE HIGHWAY COMMISSION

SALEM

Feb. 25, 1936

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Under separate cover today by express we are sending you the following survey data for the Reedsport-Wilson Ranch Section of the Umpqua Highway extending eight miles easterly from Reedsport along the present traveled road.

Profile, prepared by G. E. Roberts
Earthwork computation sheets, prepared by Roberts
Mass diagram, prepared by Roberts
2 Sheets gravel and oil computations, prepared by Roberts
Platted cross sections, station 51 to 61. " " "
Platted cross sections, station 444 to 455 " " "

And the following location data prepared by B. A. Martin on which Roberts has shown his projected line which follows the present alignment very closely:

2 Hard copy maps, station 0 to 627
Platted cross sections, station 108 to 208
Platted cross sections 208 to 459.

NOTED

At one time it was planned to have the oil surface treatment placed by State forces and this arrangement can be followed out by having the mineral aggregate stockpiled by the contractor on block 80 of Reedsport at the west end of the project. Part of this lot belongs to the City of Reedsport and I am quite sure there will be no trouble about stockpiling rock at that location.

A study of the cross sections indicates that 22 feet is the maximum uniform width of grade we can hope to obtain at this time at a small grading cost. I believe the expenditure for grading as planned is warranted but if this does not meet with your approval we can arrange to resurface and oil without any grading. Under this arrangement there would be some slightly narrow spots, etc.

Roberts has taken some cross sections in the field, but in general has used Martin's location cross sections. The line and grade projected by Roberts can, I think, be followed although it may become necessary to make a few minor revisions during construction.

It would be advisable to award this contract as soon as possible so that at least part of the surfacing may be placed during Spring weather when it will give us a better chance to compact it than during summer months.

Herewith Special Provisions and Engineer's Estimate.

Very truly yours,

E. A. COLLIER, Division Engr.

cc. R. H. Baldock
EAC:AF

SPECIAL PROVISIONS Feb. 24, 1936.

REEDSPORT-WILSON RANCH SECTION
RESURFACING AND OILING

TIME AND PLACE OF RECEIVING BIDS

April

DESCRIPTION OF WORK

The work for which bids are to be received and the work to be done under the contract, if awarded, consists of the construction of 8 miles of crushed gravel or crushed rock resurfacing and the applying of 8 miles of oil mat surface treatment, type O-9 on the Reedsport-Wilson Ranch Section of the Umpqua Highway in Douglas County. It shall include also a small amount of grade widening.

The west end of project is at station 31+94.3, which station is at the intersection of "L" Street and 15th Street in Reedsport.

The east end of project is at station 454+87.7 near the Wilson Ranch, 8 miles east of Reedsport.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than August 31, 1936.

CLEARING AND GRUBBING

Specification:

The standard specification for clearing and grubbing as given in section 7 of the standard specification form shall apply, except as that specification is supplemented and modified by the provisions which follow:

Areas Within Which Clearing and Grubbing Is To Be Done:

The areas to be cleared and grubbed shall consist only of those areas on which borrow is to be made.

Basis of Payment:

Payment for the small amount of clearing and grubbing work required will be understood to be included in the payments to be made for the excavation and no separate payment will be made for that work.

EARTHWORK

Specification:

Same as Gardiner-Reedsport

Classification:

All pay excavation will be classified on the single classification basis as described on page 21, section 8 of the standard specification form.

SPECIAL PROVISIONS

REEDSPORT-WILSON RANCH SECTION
RESURFACING AND OILING

Construction of Embankments:

The grading work on this contract consists largely of widening the present grade to 22 feet and a considerable portion of the excavation is to be obtained from the north side of the cut near station 118 to 121 just west of the Schofield Road.

In general the embankments shall be built up in horizontal layers having a thickness not greater than 2 feet and each layer of embankment material shall be thoroughly compacted by means of equipment approved by the engineer.

Measurement and Payment:

Except as otherwise herein specified, the basis of measurement and payment for earthwork performed under this contract shall be as follows:

1. Excavation, single classification
2. Over-haul
3. Truck-haul

CRUSHED GRAVEL SURFACING

Specification:

Same as Gardiner-Reedsport Section.

Materials:

Same as Gardiner-Reedsport Section except the fourth sentence shall read— They shall be manufactured from a gravel which contains at least 50% of gravel retained on a screen having 1½" circular openings.

Source of Materials:

Same as Gardiner-Reedsport

Thickness and Number of Courses:

Same as Gardiner-Reedsport

Measurement and Payment:

Payment for the construction of the crushed gravel surfacing will be made at the price bid for crushed gravel surfacing, which price shall be understood to include and cover the furnishing, hauling, placing, shaping and compacting of the materials and the later reshaping and recompacting of the areas of surfacing which are outside of the area covered by the oil mat surface treatment. Measurement of the materials will be made in the trucks in which the materials are hauled. The measurement to be made at the points of deposit.

SPECIAL PROVISIONS

REEDSPORT-WILSON RANCH
RESURFACING AND OILING

FILLER

Same as Gardiner-Reedsport Section.

SPRINKLING

Same as Gardiner-Reedsport Section

OIL MAT SURFACE TREATMENT, TYPE O-2

Standard Specification to Apply:

Same as Elmira Section.

Aggregates To Be Furnished By Contractor:

Same as Elmira Section.

Kind, Quality and Source of Aggregated:

The aggregates to be furnished for use in the applying of the oil mat surface treatment shall be clean, crushed gravel manufactured from hard, durable and otherwise suitable gravel, which when subjected to the standard abrasion test shall show a wear not exceeding 5%. If crushed gravel is used, the gravel from which it is manufactured shall be gravel from which all material that will pass a screan having 1½" circular openings has been removed. The materials for the oil mat surface treatment shall be obtained by the contractor from such source of suitable material as he may select, subject to the approval of the engineer.

Sizes and Quantities of Material:

The sizes and approximate quantities of materials to be crushed by the contractor for use in constructing the oil mat surface treatment shall be as indicated by the following table:

Item	Approximate Quantity Required
¾"-½" Material	1100 Cu. Yd.
½" ¼" Screenings	675 Cu. Yd.
¼" 0 Screenings	350 Cu. Yd.
	2125 Cu. Yds.

Measurement and Payment:

The pay items in connection with the construction of the oil mat surface treatment shall be as follows:

1. Mineral aggregate in place.
2. No. 5 Road oil in place
3. Cutback asphalt in seal coat.

(Remainder of paragraph same as Elmira Section)

SPECIAL PROVISIONS

REEDSPORT-WILSON RANCH
RESURFACING AND OILING

MISCELLANEOUS PROVISIONS

Contractor to Furnish Flagmen and Pilot Cars:

Same as Gardiner-Reedsport

Signs to be of Standard Designs:

Same as Gardiner-Reedsport

Truck Loads to be Leveled:

Same as Gardiner-Reedsport

State Royalty to be Waived or not Waived (???)

Schedule of Performance:

The grading work and resurfacing shall be commenced by the contractor within thirty days from award of contract and all work required shall be prosecuted to completion as rapidly as weather conditions will permit. Placing of the oil mat surface treatment will not be started before June 1st, nor until suitable settled weather obtains.

ENGINEER'S ESTIMATE

REEDSPORT-WILSON RANCH SECTION,
UMPQUA HIGHWAY, projected station
31+94.3 at Reedsport to 454+87.7
at Wilson Ranch. Length 8.01 Miles.

Feb. 24, 1936

G. E. Roberts, Res. Engr.

Excavation, Single Class	5900 Cu. Yds.	at .60¢	$ 3540.
Overhaul	1100 Sta. Yds.	.03	33.
Truck Haul	6800 Yd. Mi.	.10	680.
Crushed Gravel Surfacing in place	19,000 Cu. Yds.	1.50	28500.
Filler	1900 Cu. Yds.	.50	950.
Filler Haul	6000 Yd. Mi.	.10	600.
Sprinkling	500 M. Gals.	1.50	750.
Mineral Aggregates	2125 Cu. Yds.	3.50	7437. 50
No. 3 Road Oil	150 Tons	29.00	4350.
Cutback Asphalt	72 Tons	30.00	2160.
			49000.50
Plus 10% for engineering and contingencies			4899.50
		Total	$53900.00

Note: This estimate based on a 22 foot grade with 6 inch thickness of crushed gravel resurfacing 22 feet wide on the bottom and 20 feet wide on the top with an 0-9 oil mat surface 18 feet wide.

FORM S-A-1 5M 9-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

10-1106

OREGON STATE HIGHWAY COMMISSION

SALEM

January 29th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

Plans and specifications should be submitted for the Reedsport-West Forest Boundary resurfacing and oiling project. These specifications should be in two parts; one for the necessary regrading and resurfacing, and the crushing of maintenance rock; and the other for the oiling. The State contemplates doing the oiling, unless an unusually favorable bid price is received, but the attorney has ruled that we cannot do it without first advertising.

The budgeted amount for this project is $50,000.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED

FORM 8-A-1 9M 8-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

10-1106

Nobember 4, 1935

Mr. E. A. Collier
Division Engineer
Roseburg, Oregon

Dear Sir:

The commission recently approved the expenditure of fifty thousand dollars ($50,000) for additional surfacing and oiling on the Reedsport-Scottsburg section. I presume the minimum amount could also be used on grade widening where such is absolutely necessary. A 0-9 specification may be used with a suitable amount of resurfacing.

Please submit specifications as soon as convenient.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

NOTED

HGS:AR

cc to R. H. Baldock

CONTRACT# 1847, 1912, 1953

WPGH 78-E Shady Overcrossing 1936

1847, 1912, 1953 [redacted]

78-E

February 8, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed four copies of Form Emp. 32 covering labor and material costs for railroad force account work on each of the following projects.

WPGS 30-A	Dairy Overcrossing
WPGS 30-A	Olene Undercrossing
WPGS 78-E	Shady Point Overcrossing
WPGH 262-A	Eugene Overcrossing

We are, likewise, submitting four copies of Form Emp. 32 for Contract No. 1789 which is to replace that sent with the final voucher for Project No. WPGH 262-A. The previous one covered the materials used in the structure alone, while the one enclosed covers all work under the contract.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

February 3, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Will you please furnish four copies of form Emp. 32 for work done by the Southern Pacific Company in connection with the Shady Overcrossing, Oregon U.S.Works Program Grade Crossing project WPGH 78-E.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

#1953

RECEIVED
DEC 11 1937
FOR FILING

78-E

December 9, 1937

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1953 for the construction of the Shady Point-Kelly Corner Section of the Pacific Highway in Douglas County, has been completed by the contractors, Jacobsen-Jensen Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 18, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $59,902.46, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

R.H. Baldock

78-E

[illegible]ecember 6th, 1937

FINAL COST ANALYSIS

Shady Point-Kelly Corner Section
Pacific Highway
Contract 1953 Prefix 10-1109
Jacobsen & Jensen, Contractors
A. J. Ford - Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Excavation, Single Class	$ 720.06	2,222.4 cu. yd.	0.324	0.35	$ 777.84
Special Borrow	1,030.81	1,881.5 cu. yd.	0.548	0.50	940.75
Truck Haul	133.50	861.3 yd. mi.	0.155	0.20	172.26
Finish Roadbed & Slopes	493.12	2.23 Mi.	221.13	200.00	446.00
Remove Old Pavement	797.47	2,536 sq. yd.	0.314	0.30	760.80
Gravel Base	7,279.36	8,073 cu. yd.	0.902	0.80	6,458.40
1" - 0" Mat'l in Surface and Shoulders	2,492.37	1,698 cu. yd.	1.468	1.20	2,037.60
Sand Cushion	1,467.19	963 cu. yd.	1.524	1.30	1,251.90
Filler	115.83	330 cu. yd.	0.351	0.40	132.00
Haul Filler	59.85	342 yd. mi.	0.175	0.20	68.40
Portland Cement Conc. Pavement	39,615.69	29,055.8 sq. yd.	1.363	1.50	43,583.70
Expansion Joints (Cork Filler)	973.51	2,948.8 lin. ft.	0.330	0.30	884.64
Contraction Joints	379.04	14,340 lin. ft.	0.026	0.03	432.20
Dowels	1,872.09	14,724	0.127	0.10	1,472.40
Tie Bars & Metal Reinforcement	1,103.89	20,930.6 lb.	0.053	0.05	1,046.53
PA #1 - 4" Clay Drain Tile	9.94	70 lin. ft.	0.142	0.15	10.50
PA #2 - 12" Conc. Culv. Pipe	29.97	27 lin. ft.	1.11	1.20	32.40
PA #3 - Cement Adjustment	______	- 288.65 bbl.	Deduct	2.092	- 603.86
	$58,573.69				$59,902.46

Gross Revenue	$59,902.46
Total Cost	58,573.69
Net Profit	$1,328.77

Net Profit Equals 2.22% of Gross Revenue

NOTED

Contract 1953

Detail of Cost

Labor:

Supervision		$1,341.85	
Labor		11,074.11	
State Industrial Accident 6½%		807.04	
Unemployment Compensation 2%		248.32	
Old Age Benefit		124.16	
			$13,595.48

Materials:

Special Borrow (in trucks)	1881.5 cu. yd. at .25	470.38	
Gravel Base " "	8073 cu. yd. at .45	3,632.85	
1"-0" Mat'l " "	1698 cu. yd. at .90	1,528.20	
Sand Cushion " "	963 cu. yd. at .70	674.10	
Conc. Gravel (in bunker)	4331 cu. yd. at .70	3,031.70	
" Sand " "	2438 cu. yd. at .70	1,706.60	
Cement	8755 bbl. at 2.092	18,316.45	
Exp. Joints (Cork Filler)	2948.8 lin. ft. at .2798	825.10	
Cont. Joints	14,340 lin. ft. at .0148	212.23	
Dowels	14,724 at .105 ea.	1,546.02	
Dowel Sleeves	2,950 at .025 ea.	73.75	
Tie Bars & Metal Reinf.	20,930.6 lb. at .0419	876.99	
4" Clay Drain Tile	70 lin. ft. at .05	3.50	
12" Conc. Culv. Pipe	27 lin. ft. at .80	21.60	
			32,919.47

Miscellaneous:

Equipment Rental	3,956.13	
Hired Trucks (Inc. Gas, Oil & Grease)	1,375.50	
Gas, Oil & Grease	2,491.15	
Explosives	47.25	
Move In & Freight	302.41	
Small Tools & Miscellaneous	1,305.29	
Form Lumber	325.98	
Overhead Expense	1,056.99	
Home Office Expense 1% of Revenue	599.02	
Bond 1% of Revenue	599.02	
		12,258.74
Total Cost		$58,573.69

Contract 1953

Paving Costs

	Cost	Quantity	Unit Cost
Preparation of Subgrade	$1,459.79	29,055.8 sq. yd.	.0502
Water & Water Pipe	943.66	" "	.0325
Ribbons	2,990.98	" "	.1029
Mix, Lay & Finish	4,338.76	" "	.1493
Cure	658.78	" "	.0227
Cleanup & Tar	329.39	" "	.0113
Traffic Control	238.00	" "	.0082
General Supervision, Bond & Overhead	3,986.29	" "	.1372
Cement 1.21 sks per sq. yd.	18,316.45	" "	.6304
Mineral Aggregate .23 cu. yd. per sq. yd.	6,680.98	" "	.2299
	$39,615.69	29,055.8 sq. yd.	$1.3634

Paving was started June 28, 1937, and completed July 30, 1937, in 28 working days, totaling 220 hours. Of this time 75 hours, or 34% of available time, was lost due principally to shortage of materials. 29,055.8 sq. yd. of Portland Concrete pavement were layed in 145 working hours at an average of 200 sq. yd. per hour. This is equivalent to 165 lineal feet of 11" wide pavement per hour. 4331 cu. yd. of gravel and 2438 cu. yd. of sand for concrete aggregate were furnished in the batching bunker by a commercial plant. The bunker was located .8 mile from the north end of the paving section, making an average aggregate haul of 2 miles. Cement was piled along the forms and carried to the mixer skip by four dumpmen. The average crew consisted of a foreman, mixerman and oiler, 4 cement dumpers, 1 skipman, 2 men setting dowels and expansion joints, 1 man setting tie bars, 1 sprinkler, 1 finishing machine operator, 1 vibrator operator, 6 srpeaders and shovelers, 2 men operating porcupine roller and setting contraction joints, 3 bullfloaters, 3 hand finishers, 2 laborers and 2 flagmen. In addition, 2 men worked on forms and 2 men on fine grade justahead of the paving operation.

Except for the times that steel was not on hand or the commercial rock plant was unable to furnish material, paving was done rapidly and efficiently. Their best day's production was 1980 sq. yd. in an 8-hour shift.

Contract 1953

REMARKS:

This is a Federal Aid project and consists of completion of grading on 1925 lineal feet of highway roadbed, construction of 29,055.8 sq. yd. of Portland Cement concrete pavement, construction of 18,600 sq. yd. of rock shoulders and other incidental work. The contract was awarded on Feb. 18, 1937; work was started on April 30, 1937 and completed Sept. 9, 1937.

Excavation consisted of grading the roadbed at each end of the project, slide removal, approach roads, and grading the site for a building. Some of the material was taken from a borrow pit adjacent to the grade. Excavation was effected by use of a 1-yard gas shovel and 1½ ton trucks.

Material for special borrow, gravel base, 1"-0" material for surfacing and shoulders, and sand cushion were purchased from a commercial plant which delivered materials into the contractors' trucks at the plant site on the Umpqua River. This location made an average material haul of 2 miles. Equipment for these operations consisted of owned and hired 1½ ton trucks, a motor patrol, and a 10 ton steam roller. A pump was installed and pipe line layed the entire length of the project for sprinkling sand cushion, for paving and for curing.

Forms were set 3000 feet in advance of the paving. In order to retain keymen, skilled operators at their regular rates of pay were employed two weeks prior and two weeks after paving operations as form setters and helpers, and cleanup, thus increasing costs. Paving equipment consisted of a 7-sack Koehring mixer, a Lakewood finishing machine, and a vibrator operated by a small gas motor. The commercial plant which furnished the concrete aggregate and 1" - 0 crushed shoulder material caused serious delays in paving and other operations due to continual inability to produce sufficient material. When material was available paving was done rapidly and efficiently by a skilled crew, under competent supervision.

Material costs were high and costs of all operations were greatly increased by failure of the commercial plant to deliver materials when needed. Quantities on some bid items were small, which increased their unit costs. These considerations were responsible for the small profit earned by the contractor.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

FORM 5-A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

November 29, 1937.

IN REPLY PLEASE
REFER TO FILE NO.

78-E

Mr. A. J. Ford,
Resident Engineer,
Roseburg, Ore.

Dear Sir:

We do not have any record of receiving constructed line map for the Shady Point-Kelley Corner Section of the Pacific Highway. It will be appreciated if this can be submitted in the near future.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to

R.H. Baldock
K.B.Lytle

#1953

RECEIVED
OCT 29 1937
FOR FILING
78-E

October 27, 1937

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Jacobsen-Jensen Company on Contract No. 1953, Shady Point-Kelly Corner Section of the Pacific Highway in Douglas County. This payment will be made on or after November 6, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 5-A-1 5M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

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FOR FILING
1X-E

RECEIVED
OCT 25 1937
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

October 23, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. SMITH

Dear Sir:

We are sending to your office today by express the following final records on the Shady Point--Kelly Corner Section of the Pacific Highway, Paving Contract No. 1953:

One book of platted cross-sections;
One book of transit and level notes (Grading Project Prefix 10-1108);
One book of cross-section and remeasure notes;
One book of level notes and paving grades;
One roll mass diagram;
One book of earthwork computations;
One book of pavement quantities and sketches;
One final construction profile on tracing;
Thirty material receipt books;
Six pictures and negatives;
Two copies of job description for biennial report;
One letter of explanation of overrun and underrun quantities;
Four copies of semi-final estimate; and
Three copies of quantity summary.

The estimate is not quite complete, as Resident Engineer Ford has not yet received cement invoices and is therefore unable to make up the cement adjustment. However, when the invoices are received, the cement adjustment will be made and revised quantity summary sent to you.

Yours very truly,
K. D. LYTLE
Division Engineer
By R. B. Sipprell M.D.G.
R. B. Sipprell
Office Engineer

NOTED

RBS:MDC
cc--R. H. Baldock
J. W. McAllister

FORM 5-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT [illegible] 1937

78-E

October 16th, 1937

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

I am returning your Order for State Force Work on the Shady Point-Kelly Corner Section for 1600 feet of standard guard rail. Mr. Baldock recommends a few sight posts.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

78 E

RECEIVED
DEC 30 1937
FOR FILING

Job Description for Biennial Report

New Construction, Major Betterment or Special Maintenance

Shady Point-Kelly Corner (Name of Section) Paving (Kind of Work)

Federal Aid Project No. 78-E

On Pacific **Highway, from** Mile Post 202.37

which is approximately 2.5 miles South of the South City Limits of Roseburg.
(Describe beginning and ending points with reference to towns, streams or other known points, and describe portions not included.)

The new road then leaves the old Pacific Highway and does not come back again until it gets to Kelly Corner, near the South end of the job at Mile Post 204.84.

2.23 **Miles of** Concrete Pavement
(Kind of work as grading, grading and surfacing, furnishing maintenance materials, etc.)

Pavement was laid 22 feet wide, with 7 feet crushed rock shoulders.
(Describe type of construction by giving width of surfacing and similar information)

Contract No. 1953, **awarded** Feb. 18, 1937 (Date)

to Jacobsen--Jensen Co. (Name of contractor), **of** 517 N.E. Stanton St. Portland, Ore. (Contractor's address)

Work commenced April 30, 1937 (Date); **completed** Sept. 9, 1937 (Date)

Estimated (Estimated or final) **cost, $** 60,000

Exclusive of engineering.

Resident Engineer A. J. Ford

REMARKS: (Describe here such special important features as apply to the particular job concerned, such as work performed by state forces, contract extended or altered, unusual conditions encountered, etc. For uncompleted jobs describe also the status of the work as of September 30. If more space is required use back of sheet. Turn sheet over vertically.)

After the contractor started work on April 30, and had a good deal of Base Rock on and Header Forms set for the pavement, he had to lay off for several days on account of rain. After he started actual paving operations, the commercial gravel plant could not supply him with enough paving materials, necessitating many shutdowns. However, on July 26, the contractor poured 1620 lineal feet of 11 foot pavement. He useda Koehering 7 sack mixer.

The job overran the completion date by 9 days, due mainly to the fact that they could not secure enough aggregate.

RECEIVED
OCT 21 1937
ROSEBURG DIVN. OFFICE

Further details will be found on page .... **of the 1929-30 report. County** Douglas **Prefix** 10-1109

RECORDED
DEC 30 1937
78 E FOR FILING

Job Description for Biennial Report

New Construction, Major Betterment or Special Maintenance

Shady Point-Kelly Corner (Name of Section) Paving (Kind of Work)

Federal Aid Project No. 78-E

On Pacific Highway, from Mile Post 202.37

which is approximately 2.5 miles South of the South City Limits of Roseburg. (Describe beginning and ending points with reference to towns, streams or other known points, and describe portions not included.)

The new road then leaves the old Pacific Highway and does not come back again until it gets to Kelly Corner, near the South end of the job at Mile Post 204.84.

2.[illegible] Miles of Concrete Pavement (Kind of work as grading, grading and surfacing, furnishing maintenance materials, etc.)

Pavement was laid 22 feet wide, with 7 foot crushed rock shoulders. (Describe type of construction by giving width of surfacing and similar information)

Contract No. 1053, awarded Feb. 18, 1937 (Date)

to Jacobsen--Jensen Co. (Name of contractor), of 517 N.E. Stanton St. Portland, Ore. (Contractor's address)

Work commenced April 30, 1937 (Date); completed Sept. 9, 1937 (Date)

Estimated (Estimated or final) cost, $ 60,000

Exclusive of engineering.

Resident Engineer A. J. Ford

REMARKS: (Describe here such special important features as apply to the particular job concerned, such as work performed by state forces, contract extended or altered, unusual conditions encountered, etc. For uncompleted jobs describe also the status of the work as of September 30. If more space is required use back of sheet. Turn sheet over vertically.)

After the contractor started work on April 30, and had a good deal of Base Rock on and Header Forms set for the pavement, he had to lay off for several days on account of rain. After he started actual paving operations, the commercial gravel plant could not supply him with enough paving materials, necessitating many shutdowns. However, on July 26, the contractor poured 1680 lineal feet of 11 foot pavement. He useda Koehering 7 sack mixer.

The job overran the completion date by 9 days, due mainly to the fact that they could not secure enough aggregate.

RECEIVED
OCT 21 1937
ROSEBURG DIVN. OFFICE

Further details will be found on page of the 1929-30 report. County Douglas Prefix 10-1100

Form 338—5M—12-36

78-E

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED
OCT 11 1937
STATE HIGHWAY COMMISSION

For Week Ending Oct. [illegible], 1937

Section Shady Point-Kelly Corner

Kind of work Paving

Highway Pacific

Section prefix 10-1109

Contractor Jacobsen-Jensen Co.

Contract number 1953

Date of contract Feb. 18, 1937

Date of completion August 31, 1937

Date work started April 30, 1937

Estimated date of completion ...., 193....

Amount of contract $59,882

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $60,000

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $3824.31, 6.4 %

Date project was completed ...., 193....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed semi-final estimate on this job this week and turned in to Division office Saturday. We have not yet received the cement invoices from Portland, so I have not made out the cement adjustment, but will make it out and send it in as soon as I receive the information from the cement co.

NOTED
H. N. HACKETT

A.J. Ford

Signed A.J. Ford, Res. Eng'r.,

Address Box 551, Roseburg, Or.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ...., Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

78-E

RECEIVED
OCT 11 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

October 6, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 78-E, Shady Point-Kelly Corner Section, Pacific Highway, ______, was made by a representative of this office on September 15, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Jon

OSH 5-A-1 5M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

78-E

September 13th, 1937

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Will you kindly concur in a 10-day extension of time to the Jacobsen-Jensen Company on the Shady Point-Kelly Corner Section of the Pacific Highway, Contract #1935, F.A.P. 78-E.
1953

The reason for the non-completion of this project in the specified time was due to the fact that the commercial gravel plant from which they secured material could not produce at the required capacity and keep them supplied with aggregate.

There was no particular inconvenience to the traveling public as this section was merely a cut-off and grade elimination project of the existing highway.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

COMMISSIONERS:
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
1937

7k-2

Sept. 10th, 1937

RECEIVED
1937
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

In regard to the extension of time requested by Jacobsen-Jensen in which to complete the Shady Point-Kelly Corner Section of the Pacific Highway, I wish to advise that the reason the contractor did not complete the project within the specified time was due to the inability of the commercial gravel plant to furnish materials.

Previous to this time this plant was always able to produce sufficient materials but for some reason they had many breakdowns on this job. The contractor, of course, was unable to do anything in regard to this matter. The pavement was open to traffic September 2nd and the entire road was completed on the 8th.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock ✓

KDL:AF

FORM 8-A-1 9M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 1937
78-C

September 3rd, 1937

NOTED
State Highway Engineer

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

It is impossible to secure an extension of time on the Shady Point-Kelly Corner Section of the Pacific Highway, Contract 1953, for the reasons given in your letter. The Bureau of Public Roads will certainly not grant an extension without penalty based upon the fact that the contractors' own gravel plant was continually broken down. There are usually extenuating circumstances in connection with any job which make it advisable to grant some extension of time, but unless these things can be pointed out by the field engineer, it is impossible for me to secure such an extension of time.

I would suggest that you either give valid supporting reasons for the extension or recommend that it be granted with full engineering penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

RECEIVED
SEP 2 1937
FOR FILING
78-E

#1953

August 26, 1937

Jacobsen-Jensen Company,
317 N. E. Stanton Street,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of August 25th requesting an extension of time of 30 days on your Contract No. 1953 - Shady Point-Kelly Corner Section in Douglas County.

You are advised that before your application can be accepted and [illegible] and acted upon by the Highway Commission it will be necessary to have the written consent of your surety on the bond furnished in connection with the contract. Please secure the consent of surety and forward it to this office to accompany your application.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

cc to K. D. Lytle.

FORM S-A-1 6M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
FILING

AUG 23 1937
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

August 20, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

ATTENTION: H. G. SMITH

NOTED

Dear Sir:

In regard to Price Agreement #2, covering furnishing of 27 lineal feet of 12" concrete pipe in Shady-Kelly Corner Section of Pacific Highway, I beg to advise that it is our obligation to replace this pipe.

The original pipe under this crossing was placed during the grading of this section. Salvaged pipe was used which must have been defective as it broke under the traffic using the approach.

Under these circumstances it seems to me we should replace the broken pipe.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:lc

cc: R. H. Baldock ✓

FORM 3-A-1 5M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 19 1937
FOR FILING

78-C

August 17th, 1937

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

We have just received Price Agreement No. 2 covering the furnishing of 27 lineal feet of 12-inch concrete pipe on the Shady Point-Kelley Corner Section of the Pacific Highway. From an examination of the plans, we do not see why it would be an obligation of the Department to place this pipe.

The price agreement is being held for further advice from you.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

RECEIVED
AUG 1 1 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon F.A.P. 78-E
Shady Point-Kelly Corner section
Pacific Highway

August 9, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
AUG 10 1937
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Iron

Hyp. 30022

Section E of Oregon Federal Aid Project No. 78

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 21, 1936, by the Oregon State Highway Commission, and on December 18, 1936, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section E of Oregon Federal Aid Project No. 78; and

WHEREAS, the said Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section E to provide for the construction of a Portland cement concrete pavement over the entire length of the roadway, and minor revisions in quantities found necessary during construction; and by reason thereof has requested that the estimate of cost approved for said Section E be increased from $87,566.00 to $151,396.00, and that the Federal funds approved and set aside to the credit of said Section E be increased from $53,415.00 to $92,350.00:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section E be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and

> the sum of ninety two thousand, three hundred fifty and 00/100 dollars ($92,350.00) as the share of the United States payable under said act on account of said Section E, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said Section E shall not in any event exceed the sum of ninety two thousand, three hundred fifty and 00/100 dollars ($92,350.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred fifty one thousand, three hundred ninety six and 00/100 dollars ($151,396.00), the approved total estimated cost of said Section E."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Commission to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 29th day of May, 1937, and the Secretary of Agriculture on the 21st day of July, 1937.

OREGON STATE HIGHWAY COMMISSION

By Henry F Cabell
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By ____________________
Member, State Highway Commission

SECRETARY OF AGRICULTURE

By H.H. O'Leary
Acting Chief, Bureau of Public Roads

Section E of Oregon Federal Aid Project No. 78

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 78-B, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $151,396.00 in lieu of $53,415.00 approved by certificate dated December 18, 1936, as the total estimated cost of said project, and the sum of $92,350.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 21st day of July one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By W. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—[illegible]

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

FOR FILE
78-8

July 10, 1937

IN REPLY PLEASE REFER TO FILE NO.
8

Mr. H. G. Smith,
Construction Engineer,
Office

Dear Sir:

I have been watching the results from the use of the portable vibrator on the Shady Point-Kelly Corner project. Everyone seems highly pleased, since the removal of the headers shows practically no gravel pockets. However, with only one machine on the 11 foot strip, just about all it is able to accomplish is the vibration of the concrete next to the headers.

With two vibrators - one on each side of the pavement strip - not only will the headers be vibrated, but each could reach out half way and all the concrete poured would have the advantage of vibration. I believe there would be only a very slight additional expense, since probably another spreader would be eliminated.

I would recommend that the future contracts for concrete pavement require two vibrators rather than one.

Very truly yours,

N. M. Finkbiner
Engineer of Materials

NMF:H

c.c. C. B. McCullough
S. H. Probert

NOTED
C. B. McCullo

FORM 5-A-1 10M [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 15 1937
FOR FILING

78-E

NOTED
State Highway Engineer

June 11th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: S. H. PROBERT

Dear Sir:

Please send us two copies of the final construction profile Shady Point-Kelly Corner grading, prefix 10-1108.

Very truly yours,

K. D. LYTLE
Division Engineer

By
Raymond Walsh
Office Engineer

cc. R. H. Baldock

RW:AF

RECEIVED
JUN 2 1937
FOR FILING
78-E

June 1, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Shady Point-Kelley Corner Section, F. A. Project No. 78-E.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. I. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 26 1937
FOR FILING

98-E

May 24th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Conforming with instructions contained in your circular letter #115, I beg to advise that it will be necessary to shorten the Shady Point-Kelly Corner paving project, contract #1953.

The south terminus of the job will be moved from station 1290+50 to 1292+00.0.

This change is being made in order to provide a better connection with the vertical curve, which will be required on the next section to the south.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock ✓

KDL:AF

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
SALEM

In Reply Please
Refer to File No.

RECEIVED
MAY 26 1937
FOR FILING

78-8

May 24th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Herewith pictures and films to accompany semi-final estimate on the grading of the Shady Point-Kelly Corner Section of the Pacific Highway, contract No. 1912, prefix 10-1108.

The pictures were not ready at the time the semi-final estimate was submitted.

Very truly yours,

K. D. LYTLE
Division Engineer

By

Raymond Walsh
Office Engineer

cc. R. H. Baldock

RW:AF

RECEIVED
MAY 26 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP No. 78-E
Shady Point-Kelley Corner Sec.,
of the Pacific Hwy.

May 24, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the modified agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

L J Caufield
By L. J. Caufield
Highway Engineer

Lon

#1912

RECEIVED
MAY 21 1937
FOR FILING
78-E

May 21, 1937

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1912 for the construction of the Shady Point-Kelly Corner Section of the Pacific Highway in Douglas County has been completed by the contractors, Berke Bros. Inc., and that final settlement will be made by the State with said contractors for work done under said contract on or after May 31, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $84,421.64, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland

RECEIVED
MAY 8 1937
FOR FILING
78-E

May 6, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Shady Point-Kelley Corner Section, F. A. Project No. 78-E.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 78-E

SHADY POINT-KELLEY CORNER SECTION

OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, April 21, 1937

Contract No. 1912

All Required		Clearing and Grubbing		$ 500.00
3,400	cu. yds.	Trench Excavation	$ 1.00	3,400.00
117,000	cu. yds.	Excavation, Single Classif.	0.34	39,780.00
16,000	cu. yds.	Special Borrow	0.34	5,440.00
8,500	yd. sta.	Overhaul	0.01	85.00
68,000	yd. mi.	Truck Haul	0.12	8,160.00
2.26	miles	Finishing Roadbed and Slopes	200.00	452.00
5,300	lin. ft.	Rounding Cutbanks	0.10	530.00
1,500	lin. ft.	9" Perforated Corr. Iron Pipe	1.10	1,650.00
330	lin. ft.	12" Concrete Pipe	1.05	346.50
600	lin. ft.	18" Concrete Pipe	2.20	1,320.00
90	lin. ft.	24" Concrete Pipe	3.25	292.50
260	lin. ft.	Salvaging Culvert Pipe	0.50	130.00
1	only	Concrete Catch Basin	35.00	35.00
400	cu. yds.	Rock Backfill in Drains	1.50	600.00
160	cu. yds.	Class "D" Concrete	19.00	3,040.00
26,000	lbs.	Metal Reinforcement	0.05	1,300.00
220	cu. yds.	Riprap	1.50	330.00
5,500	cu. yds.	Gravel Topping	0.70	3,850.00
500	cu. yds.	Filler	0.30	150.00
500	yd. mi.	Hauling Filler	0.12	60.00
				$ 71,451

Paving (Contract No. 1953)

1,700	cu. yds.	Excavation, Single Classif.	$ 0.35	$ 595.00
1,200	cu. yds.	Special Borrow	0.50	600.00
600	yd. mi.	Truck Haul	0.20	120.00
2.26	miles	Finishing Roadbed and Slopes	200.00	452.00
3,000	sq. yds.	Removal of Old Pavement	0.30	900.00
6,000	cu. yds.	Gravel Base	0.80	4,800.00
2,500	cu. yds.	1" - 0" Materials in Surfacing	1.20	3,000.00
850	cu. yds.	Sand Cushion	1.30	1,105.00
400	cu. yds.	Filler	0.40	160.00
600	yd. mi.	Hauling Filler	0.20	120.00

29,400	sq. yds.	Portland Cement Concrete Pavement	$ 1.50	$ 44,100.00
3,100	lin. ft.	Expansion Joints	0.30	930.00
15,000	lin. ft.	Contraction Joints	0.03	450.00
15,500	only	Dowels	0.10	1,550.00
20,000	lbs.	Tie Bars and Reinforcement	0.05	1,000.00
				$ 59,882.00

Subtotal	$131,333
10% Engr. & Cont.	13,133
Total	$144,466

Bridge (Sta. 1307+60) (Contract No. 1912)

80	cu. yds.	Class "D" Concrete	$ 19.00	$ 1,520.00
18,000	lbs.	Metal Reinforcement	0.05	900.00
1,080	lin. ft.	Treated Piling	1.00	1,080.00
20	M-FBM	Treated Lumber	95.00	1,900.00
225	lin. ft.	Concrete Handrail	4.00	900.00

Subtotal	$ 6,300
10% Engr. & Cont.	630
Total	$ 6,930

Length of Roadwork	2.263 miles
" " 1 Bridge	.019 "
" " Overcrossing, (Project No. WPGH 7A-E) (Exception)	.056 "
Total Length	2.338 "
Cost per mile, Roadwork	$ 63,838

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$ 144,466	$ 88,123	$ 56,343
Bridge	6,930	4,227	2,703
	$ 151,396	$ 92,350	$ 59,046

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

#1912

RECEIVED
MAY 3 1937
FOR FILING
78-E

May 1, 1937

Aetna Casualty & Surety Company,
Bates Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Berke Bros.Inc. on Contract No. 1912, Shady Point-Kelly Corner Section of the Pacific Highway in Douglas County. This payment will be made on or after May 11, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 3-A-1 2M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
APR 30 193
FOR FILING
78-8

April 27th, 1937.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

We are sending you today by express the following items in connection with the Semi Final estimate on the grading of the Shady Point-Kelly Corner Section of the Pacific Highway, contract No. 1912, prefix 10-1108.

1 roll	Hard copy map, scale 1"=100'
2 rolls	Mass diagram
1 roll	Profile, on tracing cloth
1 roll	Plotted cross section of borrow excavation.
1 Book	Earthwork computation sheets & Material Receipts Tabulation
1 Book	Plotted cross section sheets
3 Books	Field notes (Transit & level, Culverts & Road approaches, and Cross-section & Remeasure Notes).
55 Books	Material Receipts
1	Envelope containing bridge and box culvert calculations.
1	Envelope containing quadruplicate copies of estimate; triplicate copies of quantity summary sheets; copies of Price Agreements Nos. 1, 2, & 3, covering cement adjustment, extra material for Roberts Creek Bridge and piling cut-off, respectively, together with necessary invoices, notes & calculations; duplicate copies of letter of explanation of over-runs and under-runs; duplicate copies of "Job Description Biennial Report."

Pictures of the job will be sent within a few days. Please return the map as soon as possible.

Very truly yours,

K. D. LYTLE
Division Engineer

By RW
Raymond Walsh
Office Engineer

cc. R. H. Baldock
cc. J. W. McCallister

RW:AF

Form 338—5M—7-36

78-E

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED
MAR 22 1937
OREGON
STATE HIGHWAY COMMISSION

For Week Ending March 20, 1937

Section Shady Point-Kelly Corner

Kind of work Grading

Highway Pacific

Section prefix 10-1108

Contractor Berke Bros. Inc.

Contract number 1912

Date of contract Sept. 9, 1936

Date of completion March 31, 1937

Date work started Sept. 15, 1936

Estimated date of completion ...., 193..

Amount of contract $80,627.00

Per cent of time elapsed 85 %

Estimated cost of completed project, exclusive of engineering $64,900

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $4633.50, 5.7 %

Date project was completed March 1, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Turned in semi-final estimate on this project Saturday, March 19, to Division Office.

Signed A. J. Ford
A.J. Ford

Address Box 551, Roseburg, Or.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... **County,** ....%; .... **County,** ....%; .... **County,** ....%; .... **County,** ....%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., **Power graders** ...., **Rollers** ...., **Mixers** ...., **Crushing or screening plants** ....,

Compressors ...., **Bull Dozers** ...., **Sheet-foot rollers** ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#1912

FORM 2-A-1 [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 22 1937
FOR FILING
78-E

March 9, 1937

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Office

Dear Sir:

Please be advised that all work has been completed on the project listed below, the date of completion being as noted.

Contract No. 1912, with Berke Bros., Inc., for grading and the construction of a bridge on the Shady Point-Kelley Corner Section of the Pacific Highway in Douglas County, was completed March 3, 1937.

Acceptance of the above project by the State Highway Commission is hereby recommended.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By S. H. Probert

S. H. Probert
Office Engineer

Dict. by M. H. Milner/GS

APPROVED BY HIGHWAY COMMISSION
DATE March 26, 1937
H. B. Glaisyer
Secretary

RECEIVED
MAR 9 1937
FOR FILING

78-E

March 8, 1937

Jacobsen-Jensen Co.
517 N. E. Stanton Street
Portland, Oregon

Gentlemen:

We are sending to you today by express one fully executed copy of contract No. 1953, awarded to you on February 18, 1937, for the paving of the Shady Point-Kelly Corner Section of the Pacific Highway in Douglas County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

cc

RECEIVED
FEB 20 1937
FOR FILING

78-2

February 19, 1937

Jacobsen-Jensen Company
517 N. E. Stanton
Portland, Oregon

Gentlemen:

The State Highway Commission awarded to you on February 18, 1937, the contract for the construction of the Shady Point-Kelly Corner Section of the Pacific Highway in Douglas County. This award was based on your low bid of $59,882.00 submitted on that date.

Contract forms will be sent to you in a few days for execution.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

RECEIVED
MAY [illegible]
FOR FILING

RECEIVED
FEB 20 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 78-E

POST OFFICE BUILDING
PORTLAND, OREGON

February 18, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 78-E, Shady Point-Kelly Corner Section of the Pacific Highway, to Jacobsen-Jensen Company of Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

1847

RECEIVED
FEB 12 1937
FOR FILING
78-E

February 12, 1937

Hansen & Rowland, Inc.
Washington Bldg.,
Tacoma, Washington.

Gentlemen:

Reference is made to your letter of February 10th concerning the Mountain States Construction Company Contract No. 1847, construction of an overcrossing over the Southern Pacific Company Tracks on the Pacific Highway in Douglas County near Roseburg.

You are advised that final payment in connection with the above contract has not yet been made. The total amount paid to date is $30,358.04 and the retained percentage is $250.00.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1847

RECEIVED
FEB 11 1937
OREGON
STATE HIGHWAY COMMISSION

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. C. ROWLAND, SECY.

February 10, 1937

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission,
Salem, Oregon.

RE: BOND NO. 45959 - MOUNTAIN STATES CONSTRUCTION CO. to STATE OF OREGON - Viaduct over S. P. Co's tracks near Roseburg, Oregon.

Gentlemen:

Will you kindly advise us whether or not final payment has been made to the Mountain States Construction Co. on the above captioned contract.

Thanking you in advance for this information, we are

Yours very truly,

HANSEN & ROWLAND, Inc.
General Agents.
By F Tunnard
Surety Bond Department.

FT

Completed Sept. 19, 1936
accepted Oct. 17, 1936

E - $30,588.04
R - $ 250.00
Pd - $30,338.04

FORM 3-A-1 5M 7-36

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
SALEM

In Reply Please
Refer to File No.

RECEIVED
APR 9 1937
FOR FILING

78-E

Feb. 9th, 1937

NOTED
J. M. D.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Reference is made to your letter of Feb. 6th, relative to the amount of topping placed on Oregon Federal Aid Project #78-E, Shady Point-Kelly Corner Section.

When I wrote the specifications for this project, we contemplated taking up all of the old pavement and topping the entire section. The Salem office changed the job, leaving in a considerable amount of pavement. This precluded our placing topping on these sections and of course reduced the amount needed. However, the Salem office did not change the amount of topping specified. This change in plan without the change in quantities resulted in the under ~~overrun~~.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock ✓

KDL:AF

FORM 5-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
FEB 9 1937
FOR FILING
78-E

IN REPLY PLEASE
REFER TO FILE NO.

February 8th, 1937

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

Attention has been called to a field change in the plans on Oregon Federal Aid Project No. 78-E, Shady Point-Kelley Corner Section. Apparently some 3,000 cubic yards of gravel topping was eliminated from the south end of the project, and I do not recall that official permission was ever obtained to change the project in this amount. The project was designed very carefully in Mr. Probert's office, and it is felt that this topping could have been placed according to plans.

It is also of particular importance that a change of this magnitude be called to the attention of the Bureau of Public Roads before the change is made and their approval secured.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

RECEIVED
MAY 8 1937
FOR FILING

78-E

January 30, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of a letter sent to prospective bidders for the paving of the Shady Point-Kelly Corner Section, Federal Aid Project No. 78-E, which letter advises that the third paragraph on special provision page 11 has been revised by the deleting of the words "electrically operated".

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Baldock

Jan. 28th, 1937

RECEIVED
FEB 9 1937
FOR FILING

78-2

Cost Analysis to January 15th, 1937
Pacific Highway, Shady Point-Kelly Corner
Contract 1912, Prefix 10-1108

Berke Bros., Contractors
A. J. Ford, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Clearing & Grubbing	$ 200.00	95%			$ 475.00
Trench Excavation	2,250.00	2,500 Cu. Yds.	0.90	1.00	2,500.00
Excavation, Single Class	15,503.14	90,000 Cu. Yds.	0.17	0.34	30,600.00
Special Borrow	5,846.00	14,615 Cu. Yds.	0.40	0.34	4,969.10
Overhaul	888.77	88,877 Yd. Sta.	0.01	0.01	888.77
Truck Haul	5,043.54	50,435.4 Yd. Mi.	0.10	0.12	6,052.25
Finishing Roadbed & Slopes	678.00	2.26 Miles	300.00	200.00	452.00
Rounding Cutbanks	381.60	4,770 Lin. Ft.	0.08	0.10	477.00
9" Perf. Corr. Iron Pipe	1,447.50	1,427 Lin. Ft.	1.01	1.10	1,569.70
12" Concrete Pipe	300.00	300 Lin. Ft.	1.00	1.05	315.00
18" " "	778.80	354 Lin. Ft.	2.20	2.20	778.80
24" " "	268.80	84 Lin. Ft.	3.20	3.25	273.00
Salvaging Culvert Pipe	234.00	234 Lin. Ft.	1.00	0.50	117.00
Rock Backfill in Drains	322.00	322 Cu. Yds.	1.00	1.50	483.00
Riprap	110.00	110 Cu. Yds.	1.00	1.50	165.00
Gravel Topping	2,938.93	5,343.5 Cu. Yds.	0.55	0.70	3,740.45
Crushed Gravel Surfacing	337.50	225 Cu. Yds.	1.50	2.00	450.00
Filler	34.25	137 Cu. Yds.	0.25	0.30	41.10
Hauling Filler	16.35	109 Yd. Mi.	0.15	0.12	13.08
	$ 37,579.18				$ 54,360.25

Gross Earned	$54,360.25
Total Cost	37,579.18
Net Profit	$16,781.07

Net Profit Equals 31% of Gross Earned

NOTED

Contract 1912, Prefix 13-1007

Details of Cost

Labor:

Supervision		$ 488.65	
Labor		10,411.73	
State Industrial Accident Insurance		708.52	
State Unemployment Insurance		109.00	
			$ 11,717.90

Materials:

9" Perf. Corr. Iron Pipe	1427 lin. ft. at 0.84	1,194.18	
9" " " " " Bands	71 each at 0.99	70.29	
12" Concrete Pipe	213 lin. ft. at 0.80	170.40	
18" " "	294 lin. ft. at 1.80	529.20	
24" " "	84 lin. ft. at 2.60	218.40	
4" Drain Tile	50 lin. ft. at 0.05	2.50	
Special Borrow Royalty	14,600 cu. yds. at 0.04	584.00	
Gravel Topping Royalty	5,100 cu. yds. at 0.04	204.00	
Crushed Rock for Backfill	205 cu. yds. at 1.35 Del'd	276.75	
" Gravel for Surfacing	180 cu. yds. at 1.35 "	243.00	
			3,492.72

Equipment Rental, Supplies & Misc.:

Equipment Rental	10,247.00	
Truck Rental	1,463.54	
Equipment Rented (Screening plant $0.20 per cu. yd.)	1,046.88	
Gas, Oil & Grease	3,919.89	
Small Tools, Misc. Supplies & Repairs	2,931.84	
Explosives	226.85	
Move In	1,103.48	
Misc. Overhead Expense	254.70	
Bond 1% of Gross Earned	587.19	
Home Office 1% of Gross Earned	587.19	
		22,368.56
Cost Grand Total		$ 37,579.18

Contract 1912, Prefix 13-1007

REMARKS:

This contract was bid August 27th, 1936. Grading work was started on Sept. 15, 1936 and finished Nov. 5th. The box culverts and the pile trestle were sub-contracted to C. J. Montag & Sons. The box culverts have been installed and the pile trestle is nearly completed.

Two Koehring shovels, a 1¼ cu. yd. and a 1 3/4 cu. yd., were used for the excavation of about 95,000 cu. yds. of single classification material, 14,600 cu. yds. special borrow and 5,100 cu. yds. of gravel topping. The two shovels worked a total of 856 hours to excavate 115,000 cu. yds., or an average for each shovel of 135 cu. yds. per hour. The excavation was started Sept. 18th and finished on Nov. 5th.

The 1 3/4 cu. yds. shovel was able to dig about 95% of the single class material without shooting. With a smaller size shovel, the contractor would have had to shoot approximately 50% of the material and would have increased the cost considerably.

The special borrow was obtained from gravel bar on the Umpqua River and required an average haul of about 1½ miles. As the haul was included in the bid price of special borrow, the contractors' bid was altogether too low to warrant a profit. The contractor claims that he bid this with the idea that the haul was to be paid at the price bid for truck haul.

The topping was also obtained from gravel bar in Umpqua River. The material was dug with the 1¼ cu. yd. shovel and put through a screening plant, the oversize being rejected except for a couple hundred yards which was used for rock backfill in drains.

The contract shows a very good profit and is due to the unusually dry fall weather, experienced labor and good management. If the usual fall rains had been encountered, this job would have shown only a small profit.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED
MAY [illegible] 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JAN 20 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. 78-E

January 19, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Project No. 78-E, Shady Point-Kelly Corner section of the Pacific Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief Engineer of the Bureau.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
MAY 8 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
JAN 19 1937
OREGON
STATE HIGHWAY COMMISSION

X

IN YOUR REPLY PLEASE REFER TO FILE NO. 78-E

POST OFFICE BUILDING
PORTLAND, OREGON

January 18, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. papers for Oregon Federal Aid Project No. 78-E, Shady Point-Kelly Corner section of the Pacific Highway.

The special provisions and section sheet do not make it clear as to whether the new concrete pavement is to be placed over the existing asphaltic concrete pavement from Station 1402+50 to Station 1409, or whether the old pavement is to be removed and excavation carried 12" below the present grade, as covered on page 3 of the special provisions.

Will you please advise at your early convenience, in order that these P.S.& E. papers may be forwarded.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Phoned Davis that all pavement in section in question is to be replaced.

RECEIVED
FEB 8 1937
FOR FILING

78-E

January 13, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In reply to your letter of January 12th, concerning the proposed use of vibrators in connection with the construction of concrete pavement on the Shady Point-Kelly Corner Section, Federal Aid Project No. 78-E, this will advise that the vibrating of concrete in pavement construction is becoming a very common procedure, and we desire to try it out in connection with some of our own work.

We have been using vibrators in connection with structural concrete work for several months, and the advantages that have attended their use leads us to believe that the vibration of paving concrete will prove to be a very desirable improvement in construction methods.

It is our expectation that vibrating of the concrete will do away with "honeycombing", so common in pavement construction, and will give materially increased strength.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

JAN 13 1937
OREGON
STATE HIGHWAY COMMISSION

January 12, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of January 9, 1937, transmitting P.S.& E. estimate for Oregon Federal Aid Project No. 78-E, Shady Point-Kelly Corner section. We note that you state, "A portion of the gravel topping work under Contract No. 1912 is to be deleted from that project and will be done under the paving project." As far as Contract No. 1912 is concerned, our inspection report of November 17, 1936, shows grading and topping complete and contractor's equipment moved off the project. Apparently at that time it was known that some 3,000 Cu.Yds. of gravel topping would [illegible] be eliminated from the contract. As we have previously requested, will you please instruct the resident engineers to call the attention of our inspecting engineers to any important changes in quantities, such as the above.

On page 11 of the special provisions, the compaction of the concrete by means of electrically driven vibrators is required. We have also requested, when submitting specifications containing radical departures from the established methods, that we be advised of your reasons for the change. Your reasons for the inclusion of this specification is desired, and papers will be held here pending receipt of your reply.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

RECEIVED
MAY 8 1937
FOR FILING
78-E

January 9, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for paving of the Shady Point-Kelly Corner Section, FA Project No. 78-E.

Five bid proposals and five blueprint copies of revised summary and typical cross-section sheet are being sent under separate cover.

As a convenience in coordinating the work being performed under Contract No. 1912 and the work under the paving project, a portion of the gravel topping work under Contract No. 1912 is to be deleted from that project and will be done under the paving project. We have, accordingly, reduced the quantities of "gravel topping", "filler" and "filler haul" in the estimate for work under Contract No. 1912, to conform to this revised procedure.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department Federal Aid Project No. 78-E

SHADY POINT-KELLY CORNER SECTION
OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications for paving. Not as basis for project agreement.)

Salem, Oregon, January 9, 1937

Contract No. 1912

All Required		Clearing and Grubbing		$ 500.00
3,400	cu. yds.	Trench Excavation	$ 1.00	3,400.00
117,000	cu. yds.	Excavation, Single Classification	0.34	39,780.00
16,000	cu. yds.	Special Borrow	0.34	5,440.00
8,500	yd. sta.	Overhaul	0.01	85.00
68,000	yd. mi.	Truck Haul	0.12	8,160.00
2.26	miles	Finishing Roadbed and Slopes	200.00	452.00
5,300	lin. ft.	Rounding Cutbanks	0.10	530.00
1,500	lin. ft.	9" Perforated Corr. Iron Pipe	1.10	1,650.00
330	lin. ft.	12" Concrete Pipe	1.05	346.50
600	lin. ft.	18" Concrete Pipe	2.20	1,320.00
90	lin. ft.	24" Concrete Pipe	3.25	292.50
260	lin. ft.	Salvaging Culvert Pipe	0.50	130.00
1	only	Concrete Catch Basin	35.00	35.00
400	cu. yds.	Rock Backfill in Drains	1.50	600.00
160	cu. yds.	Class "D" Concrete	19.00	3,040.00
26,000	lbs.	Metal Reinforcement	0.05	1,300.00
220	cu. yds.	Riprap	1.50	330.00
5,500	cu. yds.	Gravel Topping	0.70	3,850.00
500	cu. yds.	Filler	0.30	150.00
500	yd. mi.	Hauling Filler	0.12	60.00
				$ 71,451

Paving (Estimated Prices)

1,700	cu. yds.	Excavation, Single Classification	$ 0.40	$ 680.00
1,200	cu. yds.	Special Borrow	0.50	600.00
600	yd. mi.	Truck Haul	0.20	120.00
2.26	miles	Finishing Roadbed and Slopes	100.00	226.00
3,000	sq. yds.	Removal of Old Pavement	0.30	900.00
6,000	cu. yds.	Gravel Base	0.70	4,200.00
2,500	cu. yds.	1" - 0" Materials in Surfacing	1.60	4,000.00

850	cu. yds.	Sand Cushion	$ 1.60	$ 1,360.00
400	cu. yds.	Filler	0.40	160.00
600	yd. mi.	Hauling Filler	0.20	120.00
29,400	sq. yds.	Portland Cement Concrete Pavement	1.65	48,510.00
3,100	lin. ft.	Expansion Joints	0.15	465.00
15,000	lin. ft.	Contraction Joints	0.02	300.00
15,500	only	Dowels	0.12	1,860.00
20,000	lbs.	Tie Bars and Reinforcement	0.05	1,000.00
				$ 64,501
			Subtotal	$135,952
			10% Engr. & Cont.	13,595
			Total	$149,547

Bridge (Sta. 1307+60)

80	cu. yds.	Class "D" Concrete	$ 19.00	$ 1,520.00
18,000	lbs.	Metal Reinforcement	0.05	900.00
1,080	lin. ft.	Treated Piling	1.00	1,080.00
20	M-FBM	Treated Lumber	95.00	1,900.00
225	lin. ft.	Concrete Handrail	4.00	900.00
			Subtotal	$ 6,300
			10% Engr. & Cont.	630
			Total	$ 6,930

Length of Roadwork	2.263 miles
" " 1 Bridge	.019 "
" " Overcrossing, (Project No. WPGH 78-E)(Exception)	.056 "
Total Length	2.338 "
Cost per mile, Roadwork	$66,083

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$ 149,547	$ 91,223	$ 58,324
Bridge	6,930	4,227	2,703
	$ 156,477	$ 95,450	$ 61,027

RECEIVED
JAN 4 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon 78-E
Shady Point-Kelly Corner Section
of Pacific Hwy.

RECEIVED
JAN 2 1937
OREGON
STATE HIGHWAY COMMISSION

December 31, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

L Caufield

By L. J. Caufield
Highway Engineer

Encls.

Ton

Hy. 30022

Form P. R. 2
State Oregon
Project No. 78, Sec. B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21st day of November, 1936

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 22nd day of March, 1930, a revised project statement, which was approved by the Secretary on the 10th day of May, 1930, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 12th day of August, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty-three thousand, four hundred fifteen and no/100 dollars ($53,415.00) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5516

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chapter 175, laws 1917; Chapter 31, laws 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1290+50, in the SW 1/4 of Sec. 11, T. 28 S., R. 6 W., W.M., and survey station 1411+00, in the SW 1/4, Sec. 36, T. 27 S., R. 6 W., W.M. (excepting therefrom the overcrossing between survey stations 1315+86.68 and 1318+84.68)

, length 2.282 miles, in Douglas County, being Section E of Oregon project No. 78, consisting of 2.263 miles of roadway and one bridge[illegible] of more than 20 feet clear span, 0.019 of a mile in length.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of fifty-three thousand, four hundred fifteen and no/100 dollars ($ 53,415.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eighty-seven thousand, five hundred sixty-six and no/100 dollars ($ 87,566.00), the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, laws 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 18th day of Dec, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By F L Tou Velle
Member, State Highway Commission.
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 78-E, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 87,566.00 as the total estimated cost of said project, and the sum of $ 53,415.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 18th day of December one thousand nine hundred and thirty-six

Secretary of Agriculture,

By ______________________
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

FORM 5-A-1 5M 6-36

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
DEC 29 1936
FOR FILING

RECEIVED
DEC 29 1936
STATE HIGHWAY COMMISSION

December 28, 1936

Mr. R. H. Baldock,
Salem, Oregon.

Attention: H. C. Smith

Dear Sir:

In connection with the resubmission of the estimate for the paving of the Shady Point - Kelley Corner section of the Pacific Highway I neglected to include the cost of state work which we will want to do in constructing connections from the new road to the existing highways.

We should include inocur financial set up the following items:

900 sq. yds. oiling O-11 Spec at	0.30	$270.00
30 tons Asphaltic concrete	8.00	240.00
		$510.00

Very truly yours,

K. D. LYTLE,
Division Engineer.

By
C. D. CANNON
Office Engineer.

NOTED
State Highway Engineer

KDL:LC
cc: S. H. Probert
R. H. Baldock ✓

FORM 2-A-1 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
DEC 24 1936
STATE HIGHWAY COMMISSION

IN REPLYING PLEASE
REFER TO FILE NO.

78-E

Dec. 19th, 1936

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: S. H. PROBERT

Dear Sir:

Complying with your request of Dec. 18th, we are attaching hereto Order For State Force Work on Contract Projects for moving a pole line on the Shady Point-Kelly Corner Section.

Very truly yours,

K. D. LYTLE
Division Engineer

By
C. D. Cannon
Office Engineer

cc. R. H. Baldock

CDC:AF

R. H. BALDOCK

78-E

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 15, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the initial voucher on Oregon Federal Aid Project 78-E, Shady Point-Kelly Corner Section of the Pacific Highway, covering period from September 15, 1936, to November 15, 1936, submitted in amount of $35,598.00.

To date we have received no copies of the contract on this project. It will be necessary to hold the voucher in this office until the certified copy and other copies of contract are at hand.

We also are holding the initial voucher on Oregon 191-D, the Jordan Creek Section of the Wilson River Highway, covering period from August 13, 1936, to November 15, 1936, submitted in amount of $5,290.00. On this project we have no copies of the bridge contract.

We would appreciate the early submission of these copies of contract so that we may pass the vouchers for payment.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield

L. J. Caufield
Highway Engineer

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
SALEM

78-E

Nov. 28th, 1936

In Reply Please
Refer to File No.

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending herewith the Special Provisions, Tabulation of Quantities, Estimate of Cost, Computations, and profile on the Shady Point-Kelly Corner Paving.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

SHADY POINT-KELLY CORNER PAVING

PACIFIC HIGHWAY
2.25 Miles

Portland Cement Concrete Pavement

Special Provisions

Tabulation of Quantities

Estimate of Cost

Computation of Quantities

SPECIAL PROVISIONS

SHADY POINT-KELLY CORNER PAVING

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon, in the Auditorium of the Public Service Building in Portland, Oregon, at nine o'clock A.M. (9:00 A.M.) on the ____________ day of ____________, ______.

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under the contract if awarded, consists of the following work on the Shady Point-Kelly Corner Section of the Pacific Highway in Douglas County:

1. Completion of the grading of approximately 1925.0 ~~192.5~~ feet of highway roadbed.
2. Construction of 29,350 square yards of Portland Cement Concrete Pavement.
3. Construction of 18600 square yards of rock shoulders. (18586.3)
4. Performance of such additional and incidental work as is called for by the specifications and plans.

The north end of the project is at Station 1414+00, which station is approximately 2,000 feet north of the Shady Point grade crossing and about three miles south of Roseburg. The south end of the project is at Station 1290+50, which station is approximately 1,200 feet south of Kelly Corner, and about five miles south of Roseburg.

The overall length of the project is 2.34 miles and the length to be paved is 2.26 miles.

CLASS OF PROJECT

This project is a "Regular Federal Aid Project." It is to be conducted in accordance with the federal regulations applying to that class of projects, which regulations, in so far as they concern the contractor, are included and stated in the provisions and specifications given herein or bound herewith.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than Aug. 31, 1937.

EARTHWORK

Work to Be Done:

Under this specification, the contractor shall do such grading work and other excavation and embankment construction work as is required in the satisfactory performance and completion of the work to be done under this contract as the same is indicated by the plans and specifications and the orders of the engineer. The bulk of the earthwork to be performed is confined to the two portions of the project, which are between Station 1290+50 and Station 1302+25 and between Station 1402+50 and Station 1409+00.

Specifications:

The grading work and other excavating and embankment construction work shall be performed in accordance with the standard specification for "Earthwork" as given in Section 8 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Classification:

All pay excavation, except those kinds which, in accordance with the provisions which follow, are to be classed and paid for as "Special Borrow", will be classified on the single classification basis described in the standard specification, and will be paid for at the price bid for "Excavation, Single Classification."

Pay Excavation:

Pay excavation shall include only the following:

1. Excavation between stations 1290+50 and 1308+25 and between stations 1402+50 and 1409+00 required to bring the existing roadbed to the subgrade crown and grade called for by the plans or ordered by the engineer.

2. Excavation involved in the removal of any slides that may come into the road prior to completion of the paving.

3. Excavation incidental to the construction of any new approach roads or road connections that may be required.

Payment for such excavation as is involved in reshaping and retrimming the existing roadbed between the following stations:

Station 1302+25 to Station 1402+50

Station 1409+00 to Station 1414+00

and in bringing it to the cross-section and crown called for by the plans, shall be understood to be included in the payment to be made at the price bid for "Finishing Roadbed and Slopes" and such excavation will not be included in the pay quantities of excavation.

Special Borrow:

Special borrow shall be pit-run gravel borrow furnished and placed as specified in the paragraphs which follow.

The pit-run gravel to be furnished as special borrow shall be clean and durable gravel which, when subjected to the standard abrasion test, shows an abrasive loss not exceeding six (6) per cent. It shall be fairly well graded from dust to a maximum size not less than two (2) inches and not more than five (5) inches. The clay content shall not exceed five (5) per cent.

Suitable gravel is obtainable from gravel deposits in the South Umpqua River approximately 1,000 feet north of the north end of the project.

The right to take gravel from whatever source may be used shall be acquired by the contractor, and all royalties and other costs shall be paid by him.

SPECIAL PROVISIONS

SHANY POINT-KELLY CORNER PAVING

The special borrow is to be used in the construction of the fills and road approach and to build up the top twelve (12) inches of the roadbed on the portions of the project which is between station 1402+50 and station 1409+00.

The gravel shall be placed in courses of approximately six (6) inches in thickness. Each course shall be thoroughly compacted.

Excavation Below Subgrade:

From Station 1402+50 to Station 1409+00 all roadbed excavations shall be carried one foot below the subgrade elevations shown on the plans to make space for a twelve-inch course of special borrow materials which are to be placed on those portions of the project as hereinbefore specified.

Sources of Borrow Materials:

Borrow materials other than the special borrow materials hereinbefore described, shall be obtained from the following sources:

1. Approximately 730 cubic yards shall be obtained from within the limits of rights of way acquired for proposed future highway construction south of Station 1327, the exact location of the area being as indicated on the plans.

All borrow excavations shall be made to the lines, grades and corss-sections indicated by the plans, subject to such reasonable variations as may be ordered by the engineer. The bottoms and side slopes of all borrow excavations shall be trimmed with the same accuracy and neatness as the bottoms and side slopes of roadbed excavations.

Approach Roads and Road Connections:

The work to be done under this contract shall be understood to include the construction of such road approaches and connections with existing roads ~~and trails~~ as are called for by the plans or ordered by the engineer.

The basis of payment for the construction of road approaches and connections will be the same as for the construction of the main roadbed.

Payment for Hauling:

Payment for the hauling of those excavated materials which are hauled less than five hundred (500) feet shall be understood to be included in the payments to be made for the excavating of the materials.

For the hauling of those materials which are hauled more than five hundred (500) feet, payment will be made at the price bid per yard mile for "truck haul," it being understood that the pay haul volumes are to be determined by measurement of the materials in their original positions prior to excavation and the pay haul distances are to be measured in half-mile units, fractional half-miles to be allowed for as full half miles.

Compaction of Embankments:

All embankment construction and filling shall be placed in layers of thicknesses not exceeding six (6) inches and each layer shall be thoroughly compacted by rolling or other means approved by the engineer.

Measurement and Payment: Insert at this place page 5A

Except as otherwise herein specified, the basis of measurement and payment for earthwork performed under this contract shall be as stated in the standard specification. The pay items for earthwork will be as follows:

1. Excavation, Single Classification
2. Special Borrow
3. Truck Haul
4. Finishing Roadbed and Slopes.

The price bid for "Special Borrow" shall be understood to include the cost of the hauling of the materials from the places of their excavation to the places of their use in the work, and no separate or additional payment will be made for any part of hauling of the special borrow materials.

Finishing Work to Be Paid for on Per Mile Basis:

The work involved in accurately and neatly trimming the roadbed and the roadbed slopes to conformance with the specified cross-sections, in finishing the top of the roadbed to specified crown, grade and smooth surface, and in cleaning out and trimming out ditches, will be paid for at the price bid per mile for "Finishing Roadbed and Slopes," the quantity to be paid for at that price to be the number of miles of main highway roadbed actually finished in accordance with the specifications and to the satisfaction of the engineer, measurements to be made to the nearest hundredth of a mile.

Payment for finishing work on the main highway roadbed shall be understood to include payment for finishing work on approach roads and connections to existing roads. The lengths of approach roads and connections to existing roads will not, therefore, be included in the pay quantity of "Finishing Roadbed and Slopes." Neither will the lengths of bridges (or openings for bridges) on the main highway be included in the pay quantity.

The pay quantities of "Special Borrow" shall be determined by the measurement of the materials in the hauling trucks at the places at which the materials are incorporated in the work.

All borrow other than "Special Borrow" will be paid for at the same price, and on the same basis in all respects, as roadbed excavation. The borrow excavations shall be made to the lines, grades, and cross-sections shown on the plans regardless of the nature of the materials encountered, and no higher price will be paid for excavation in solid rock than for excavation in "common" material. Payment shall in all cases be made at the price bid per cubic yard for "Excavation, Single Classification".

REMOVAL OF EXISTING PAVEMENT

Work to Be Done

Under this item such of the existing asphaltic concrete pavement at both the north and the south end of the project as is designated by the engineer, shall be taken up and hauled to and deposited at such location as the engineer may designate.

Measurement and Payment:

Payment for the removal of the old pavement in the manner specified will be made at the price bid per square yard for "Removal of Old Pavement," which price shall be understood to include and cover the cost of hauling the old materials to the place of deposit, it being understood that the place of deposit will be not more than one mile from the point of loading.

GRAVEL BASE

Work to Be Done

Under this specification, the contractor shall construct the gravel base which is called for by the typical cross-section plans. He shall also construct gravel base on such approach roads and connecting roads and elsewhere as the engineer may designate.

Standard Specification to Apply:

The gravel base shall be constructed and paid for in accordance with the standard specification for "Selected Roadbed Topping" as given in Section 9 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Materials:

The materials to be used in the construction of the base shall be a clean and durable gravel which, when subjected to the standard abrasion test, shown an abrasive loss not exceeding six (6) per cent. They shall be fairly well graded from dust to a maximum size not less than 2 inches and not greater than 3 inches. The content of clay shall not exceed five (5) per cent.

The gravel base materials shall be obtained from such source as the contractor may elect to use, and he shall, himself, acquire the right to take materials therefrom, and shall bear all costs involved.

Details of Construction:

Immediately before the gravel base materials are placed, the areas upon which the materials are to be placed shall be made smooth and free of humps, hollows, holes and other irregularities by means of blade graders or other effective means.

The gravel materials shall then be spread in one course, which course shall be of the cross-section indicated by the typical cross-section plan. After the topping has been bladed to a smooth and even surface, suitable filler materials shall, if the engineer so orders, be spread on the gravel in such quantities as may be required to properly fill and bind it. These filler materials shall then be mixed with gravel by blading and harrowing or by such other means as is found most effective, after which the gravel shall again be bladed to specified crown and smooth surface. The gravel shall then be bladed, sprinkled and rolled, the blading, rolling and sprinkling to continue until the gravel is thoroughly compacted.

Measurement and Payment:

Payment for the construction of the gravel base shall be made at the price bid per cubic yard for "Gravel Base", which price shall be understood to cover and include the preparation of the grade upon which the base is constructed, the furnishing, loading, hauling, placing, shaping and compacting of the gravel, the sprinkling and the performance of all other work involved in the construction of the gravel base as specified, except the furnishing and hauling of filler materials.

Measurement of the gravel base materials will be made in the trucks in which the materials are hauled, the measurement to be made at the points of deposit on the road.

Payment for the furnishing and hauling of the filler materials will be made separately as herinafter specified under the heading "Filler."

PORTLAND CEMENT CONCRETE PAVEMENT

Standard Specification to Apply:

The pavement to be constructed under this contract shall be constructed in accordance with the standard specification for "Portland Cement Concrete Pavement" as given in Section 25 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Preparation of Subgrade:

The subgrade shall be prepared in accordance with the standard specification for "Preparation of Subgrade for Concrete Pavement" (Section 24 of the standard specification form), except that payment for all work involved in the preparing of the subgrade shall be understood to be included in the price bid for Portland cement concrete pavement, and no separate or additional payment will be made for it.

Sand Cushion Course:

Between the time that the initial shaping and compacting of the subgrade is performed as specified in the standard specification for "Preparation of Subgrade for Concrete Pavement", and the time that the final planing of the subgrade, as specified in the same standard specification, is performed, a cushion course of sand, fine gravel or fine crushed rock shall be placed on the subgrade. This sand cushion shall be furnished and placed as hereinafter specified under the heading "Sand Cushion."

Side Forms:

If wood side forms are used in the construction of the pavement, their net thickness, after sizing, shall be not less than three and one-quarter (3¼) inches.

Expansion Joints:

The spacing of transverse expansion joints shall be as the engineer orders, but it shall nowhere exceed 90 feet. Where the spacing of joints is 50 feet or less, the thickness of the joint filler shall be one-half inch. Where the spacing is greater than 50 feet, the thickness of the filler shall be three-fourths inch.

In longitudinal expansion joints, the thickness of the joint filler shall be one-half inch.

Half-inch expansion joint filler shall also be placed around the tops of catch basins, manholes, monument boxes, etc.

All expansion joint filler material shall conform with the special provisions given hereinafter under the heading "Joint Filler Material."

Contraction Joints and Longitudinal Joints:

The grooves to be cut in the pavement for the "dummy" type contraction joints shall be of rectangular cross-section, one-quarter (¼) inch wide by two (2) inches deep. The grooves for the "Dummy" type longitudinal joints, if any are used, shall be of rectangular cross-section, one-half (½) inch wide by two (2) inches deep. The exposed corners of the grooves shall be tooled to one-half (½) inch radius.

After the grooves have been cut in the concrete, they shall be filled with a premolded joint filler, the filler being a material which will meet the requirements specified for premolded expansion joint filler in Section 50 of the standard specification form.

Pouring of Joints:

After the pavement has cured, all dirt, dust and other objectionable matter shallbe removed from the expansion joints, contraction joints and longitudinal joints, and the spaces at the top of the joints shall be filled with a joint filler consisting of finely ground pumice mixed with hot asphalt. The pumice shall be mixed with asphalt in the volumetric proportion of forty (40) per cent pumice to sixty (60) per cent asphalt. The asphalt shall be of 80-110 penetration. At the time of application, the mixture shall be heated to a temperature at which it will flow freely.

Dowel Bars:

To prevent vertical displacement of the slabs of pavement on either side of expansion joints and contraction joints, dowel bars shall be embedded in the concrete at each expansion joint and at each contraction joint.

The dowel bars shall be ¾-inch plain round bars, twenty-four (24) inches in length. Their position in the pavement and their spacing shall be as shown on the plans.

Each bar shall be painted its entire length with one(1) coat of red lead paint, the paint being applied either with brushes or by an approved dipping method. The painting shall be done at least three (3) days in advance of placing the bars in the pavement, and care shall be exercised to insure the paint being of proper consistency while being applied. No bar shall be used in the pavement that is not completely and well-coated with a thoroughly dry and hard coat of paint.

The paint used in the painting of the bars shall be of the following formula, the stated percentages being percentages by weight:

Pure red lead pigment, not less than 80 per cent.

Pure linseed oil, not more than 20 per cent.

To the above, an approved drier may be added at a rate not in excess of one-third (1/3) pint per gallon of prepared paint.

The ingredients of the paint shall conform with the following requirements:

1. Red lead pigment shall conform to the requirements of the A.S.T.M. Specifications for red lead (Serial Designation D 83-31, with subsequent amendments and additions thereto) for the "95% grade."
2. Boiled linseed oil shall conform to the requirements of the A.S.T.M. Specification for boiled linseed oil (Serial Designation D 260-33 with subsequent amendments and additions thereto).
3. Raw linseed oil shall conform to the requirements of the A.S.T.M. Specifications for raw linseed oil (Serial Designation D 234-28, with subsequent amendments and additions thereto).

Immediately before the bars are put in their final position and made ready to have the concrete poured around them, they shall be thoroughly and completely coated with a suitable petroleum oil having a viscosity rating of 50 (S. A. E.).

To allow for anticipated movement at the expansion joints, each prepared dowel bar placed at expansion joints shall be provided with a "slip sleeve" or "dowel socket." This socket shall be a non-collapsible, close-fitting closed end, metal socket of a length not less than four (4) inches or more then six (6) inches. It shall be constructed with a suitable flange, notch, or other form of "stop" which will hold the closed end of the socket away from the end of the bar in such manner that when the concrete is poured around the bar and the socket, the socket will provide a space at least three-fourths of an inch in length into which the bar may slip when expansion takes place in the pavement.

Dowel sockets will not be required on dowels at contraction joints.

The dowel bars shall be held in place while concrete is being placed around them by means of metal dowel bar holders of a type which will definitely prevent any shifting of the bars during the concrete placing operation.

Delayed Finishing Required:

The pavement to be constructed under this contract shall be finished by what is called "delayed finish" methods, which methods are as described in the following paragraphs, it being understood that those paragraphs are to supersede and take the place of the provisions which appear in the standard specification under the sub-headings "Transverse Floating," "Straight-edging" and "Final Smoothing and Brooming."

After the concrete has been struck-off and compacted, the coarse aggregate shall be worked down from the surface of the concrete by the use of a "porcupine" roller, operated by one man. This is a light metal roller having projecting prongs so spaced as to accomplish the desired purpose, This roller will be furnished by the State without cost to the contractor.

Immediately following the rolling with the porcupine roller, the surface of the concrete shall be floated smooth and true to grade with long-handled wooden floats operated from the side of the pavement. These floats shall be ten feet long by approximately six inches wide, constructed as indicated by tool designs to be furnished by the Engineer. They shall be placed on the concrete with their axes parallel to the highway center line and shall be drawn across the pavement transversely. After the surface has been thoroughly floated in this manner, the grooves for the contraction joints and longitudinal joints shall be cut into the concrete and the premolded joint filler put in place The surface of the concrete shall then be again thoroughly floated with the long-handled wooden floats, all high areas being floated down and the low areas being built up by the addition of fresh mortar until testing with ten-foot straight-edges shows the surface to be of a smoothness at least equal to that specified for the finished pavement.

When the required longitudinal smoothness is obtained, transverse inequalities and tool marks shall be removed by floating the surface with a board float ten inches in width by three-quarters inch in thickness having a length from two to four feet greater than the width of the surface to be floated. This float shall be placed on the surface with its axis at right angles to the center line of the highway, and it shall be moved lengthwise of the pavement with a slight back and forth motion transversely of the pavement. After having been thus moved over the length of one panel of pavement, the float shall be drawn back over the panel with a continuous forward motion and without any transverse motion. Upon completion of this floating, the surface shall be given a broom finish by drawing suitable light rattan or wire brooms transversely across the pavement with not more than one stroke per width of broom. Following the brooming, the concrete shall be edged and tooled as required.

The preliminary finishing operations described in the foregoing paragraphs are to be performed before the concrete takes its initial set, but, in order that a minimum of settlement and shrinkage may occur after the preliminary finishing, these operations shall be performed no earlier than is necessary to insure their completion before the concrete is too stiff to work properly.

From six to twelve hours after the preliminary finishing is completed, and when the concrete has reached the stage in its setting when it can be scraped without injury, the surface of the concrete shall be scraped with steel-edged scraping floats ten feet in length. These scraping floats shall be constructed in accordance with a design to be furnished by the Engineer, and the scraping edge shall be of an approved grade or kind of alloy hardened steel. The floats or scraper shall be placed on the pavement with their axes parallel to the center line of the pavement and shall be drawn across the pavement transversely. The scraping shall extend over the entire surface of the pavement, and shall be continued until all humps, inequalities and irregularities in the surface have been scraped off, and until the surface has a smoothness at least equal to that called for by the specifications. The scrapings of concrete shall be removed from the pavement, and the edges of the panels shall be trued up with an edging tool, if necessary.

If required by the Engineer, a light spray of water shall be applied immediately following the final scraping to leave the surface with a uniform appearance.

All floats, scrapers and straight-edges used in the work shall be kept in true and perfect alignment and free from warp, twist and other defects. They shall be checked for defects at least twice daily, and all defects found shall be promptly eliminated. The use of badly worn or defective or otherwise unsatisfactory tools will not be permitted. There shall be on the work at all times a sufficient number of each kind of tool to enable each operation to be carried on with maximum effectiveness.

Construction of Pavement in Strips:

Where the width of the pavement to be constructed under this contract is twenty-two (22) feet, it shall be constructed in two strips, each strip having a width of eleven (11) feet.

Where the width of the pavement is other than twenty-two feet, it shall be constructed in strips of the widths indicated on the plans or of the widths ordered by the Engineer, it being understood that no strip is to have a width greater than eighteen (18) feet, and that, in general, the width is to be between 8 and 14 feet. In so far as practicable, the joints between adjoining strips shall be in positions desired for dividing lines between adjoining traffic lanes.

Reinforced Panels at Bridge Ends:

The panels of pavement which adjoin the ends of bridge structures shall be constructed in accordance with the special design shown on the plans.

For the construction of these special panels, the contractor will receive, in addition to the regular allowance for Portland cement concrete pavement, the following allowances.

1. Allowance for the bar reinforcement at the price bid per pound for "Tie Bars and Reinforcement."
2. Allowance for the extra concrete at a price per cubic yard which is equivalent to the price per cubic yard received for pavement of standard thickness.

Surface Smoothness:

The surface smoothness of the finished pavement shall be such that when tested with a straight-edge ten (10) feet in length placed on the pavement with its center line parallel to the center line of the highway, the maximum deviations of the surface from the edge of the straightedge will nowhere exceed seven-hundredths (0.07) of an inch.

Measurement and Payment:

The basis of measurement and payment for the pavement shall be as stated in the standard specification for "Portland Cement Concrete Pavement" as given in Section 25 of the standard specification form, except that the price bid for "Portland Cement Concrete Pavement" shall be understood to include and cover the cost of preparing the subgrade as well as the other items of work and expense mentioned in the specifications.

JOINT FILLER MATERIAL

The premolded joint filler to be used in expansion joints shall be a treated fiber filler conforming with the following requirements:

(a) The joint shall contain at least thirty-five (35) per cent of durable asphaltic compound by weight of the finished product.

(b) The joint shall return to not less than seventy (70) per cent of its original thickness within one (1) hour after compression as follows: A sample of the filler four inches by five inches (4"x5") shall be compressed at the rate of 0.1 inch per minute to one-half its original thickness, the compression being repeated five (5) times at intervals of from one (1) to two (2) hours.

(c) When compressed as under (b) above, the material shall not lose more of the preservative compound than five (5) per cent of the original weight of the sample.

(d) The total pressure necessary for compression under (b) above shall not exceed one thousand (1,000) pounds per square inch.

(e) The joint shall have an extension of not more than one-quarter (¼) inch when a sample of the finished strip four (4) inches by five (5) inches is confined by a suitable mould on the two long sides and one end and is compressed to one-half its original thickness.

(f) The joint shall not show a deflection from the horizontal of more than one (1) inch when subjected to the distortion test of the American Association of State Highway Officials.

The above described fiber type of joint filler is not to be used in dummy type contraction joints or dummy type longitudinal joints.

SAND CUSHION

General:

The sand cushion course to be constructed under the concrete pavement as indicated by the plans shall be constructed and paid for in accordance with the provisions which follow.

Materials:

The cushion course shall be constructed of clean sand, fine gravel or fine crushed rock, all of which will pass a screen having one-quarter (¼) inch square openings. It shall be constructed in a single course and shall be of such thickness between one-quarter (¼) inch and three-quarter (¾) inch as is necessary to smooth up the subgrade and provide a suitable surface on which to found the new pavement.

Details of Construction:

(see next page)

Details of Construction:

After the subgrade has been shaped and compacted as specified in the standard specification for "Preparation of Subgrade for Concrete Pavement," the cushion materials shall be spread upon the subgrade and bladed to the cross-section indicated on the plans. The materials shall then be sprinkled until sufficiently moist to compact well, after which they shall be rolled and bladed until thoroughly compacted, new materials being added as required to finish the cushion course to exactly the grade and crown required for the bottom of the pavement. From that point on the cushion course shall be considered a part of the subgrade and shall be planed, sprinkled, rolled and otherwise maniuplated as specified in the standard specification for "Preparation of Subgrade for Concrete Pavement."

Measurement and Payment:

For the furnishing, hauling, spreading, sprinkling, blading and rolling of the cushion materials as above specified, payment will be made at the price bid per cubic yard for "Sand Cushion."

The quantities to be paid for at that price shall be determined by measurement of the sand in the hauling trucks at the place of deposit on the subgrade.

ROCK SHOULDERS

Work to Be Done:

Under this specification, the contractor shall construct a shoulder of crushed rock or crushed gravel along each edge of the new pavement.

Cross-section:

The rock shoulder shall be constructed in one course and shall be of the cross-section indicated by the typical cross-section plan.

Materials:

The materials to be used in the construction of the rock shoulders shall be crushed rock or crushed gravel, all of which will pass a screen having one inch (1") circular openings. It shall be well and uniformly graded from dust to the one inch (1") size. It shall contain not less than twenty (20) per cent or more than forty (40) per cent of sand or other material that will pass a screen having one-quarter inch (¼") square openings.

When subjected to the standard abrasion test, the materials used in the construction of the shoulders shall show an abrasive loss not exceeding six (6) per cent.

If crushed gravel is used, it shall be a crusher-run product manufactured from a gravel which contains at least seventy (70) per cent of material retained on a screen having one inch (1") circular openings.

Preparation of Subgrade:

Preparatory to the placing of the shoulder materials, the areas to be occupied by the shoulders shall be shaped to specified grade and cross-section and shall be thoroughly compacted by rolling with a ten-ton power roller.

Details of Construction:

After having been deposited on the prepared sub-grade in the necessary quantities, the materials for the shoulders shall be spread to proper crown and thickness. Such quantities of filler materials of the kind specified in Section 12 of the standard specifications as may be found necessary to properly fill and bind the rock or gravel shall be spread uniformly upon and thoroughly mixed with the rock or gravel by blading or other satisfactory means. The course shall then be shaped to proper crown and thickness, after which it shall be thoroughly compacted by rolling with a ten-ton power roller, such sprinkling, blading and adding of shoulder materials being done while the rolling is in progress as may be necessary to produce a smooth and thoroughly compacted course.

Measurement and Payment:

For each cubic yard of gravel or crushed rock used in the construction of the shoulders, payment will be made at the price bid per cubic yard for "1" - 0" Material in Shoulders and Surfacing." The quantities to be paid for shall be determined by measurement of the materials in the hauling vehicles at the points at which they are deposited.

Payment for the shoulder materials on the basis above indicated shall be understood to comprise full and complete payment for the construction of the shoulders including the furnishing, hauling and placing of the materials, the preparing of the subgrade, and the spreading, sprinkling and rolling work, but not including the furnishing and hauling of the filler materials.

For the furnishing and hauling of the filler materials, payment will be made at the prices bid for "Filler" and "Hauling Filler," the basis of measurement and payment to be as stated in the standard specification for "Filler."

ROCK SURFACING

Work to Be Done:

Under this specification, the contractor shall construct rock surfacing on such approach driveways and connections with intersecting roads as the engineer may designate.

Specifications:

The rock surfacing shall be constructed in the same manner and of the same kinds and sizes of materials as the rock shoulders for which specifications are given hereinbefore.

The width and thickness to which the surfacing is to be constructed, and the number of courses in which it is to be placed shall be as ordered by the engineer.

Measurement and Payment:

The basis of measurement and payment for the rock surfacing shall be the same as hereinbefore specified for rock shoulders, the pay item being "1" - 0" Material in Shoulders and Surfacing."

FILLER

Such filler materials as are required in connection with the construction of gravel base, rock shoulders and rock surfacing, shall be furnished and paid for in accordance with the standard specification for "Filler" as given in Section 12 of the standard specification form.

MISCELLANEOUS PROVISIONS

Provisions For Traffic:

It is understood by the contractor that the work to be performed under this contract is to be performed without at any time closing the highway to traffic between station 1290+50 and station 1305 and between station 1402+50 and station 1414+00. The balance of the road may be closed except that provision shall be made for ingress and egress of the people living alongside the new highway.

When one-way traffic arrangements must be resorted to, the traffic shall be controlled and directed by flagging and signaling systems approved by the engineer.

The contractor shall provide flagmen, barricades, lights and direction signs wherever and whenever they may be needed to safeguard traffic or to protect the work or the workmen from injury.

All paved portions of roadway over which traffic is routed shall be kept clean and free of dirt and other matter that might cause excessive dust or slipperiness. If necessary to accomplish this, the sections of pavement involved shall be flushed with water at frequent intervals.

All unpaved portions of roadway over which traffic is routed shall be kept smooth by daily blading, and during dry weather shall be sprinkled as frequently as may be necessary to keep them free of any objectionable amount of dust.

No portion of roadway over which traffic is routed shall be allowed to become muddy to such extent as to warrant criticism from the users of the road, and such unpaved portions of roadway as are to be used for more than a day or two during wet weather shall be surfaced with such quantities of gravel or crushed rock as may be necessary to prevent their becoming muddy, rutted, rough or otherwise unsatisfactory for public use.

All expense involved in providing for traffic as above specified shall be borne by the contractor.

Signs to Be of Standard Designs:

The signs to be furnished and used by the contractor in directing, controlling and safeguarding traffic shall conform with the standard sign designs of the State Highway Department, copies of which sign designs will be furnished the contractor upon request.

The signs may be purchased of the State Highway Department if the contractor so desires.

Sampling and Testing of Cement:

Bidders are hereby notified that the Highway Commission has discontinued the practice of sampling cement at the cement mill or cement warehouse and of testing the same before shipments are made, except in cases where the cement mill or warehouse is located within the State of Oregon. If the mill or warehouse from which the cement is shipped to the job is located outside of the State, the sampling and testing will be done after the cement is delivered to the site of the work.

No cement shall be incorporated in the work until the shipment or lot of which it is a part has been tested and approved by the State Highway Department's testing laboratory.

Truck Loads to Be Leveled:

To facilitate the accurate measurement of those of the materials to be furnished under this contract which are to be measured by volume in trucks, the contractor shall, by striking-off or by other suitable means, bring each load to a level surface with all corners completely filled.

SHADY POINT-KELLY CORNER PAVING

TABULATION OF QUANTITIES

Item No.	Unit	Net	Allowance	Total
1- Excavation, single classification	Cu. Yd.	1516	184	1700
2- Special Borrow	Cu. Yd.	1105	95	1200
3- Truck Haul	Yd. Mi.	489	111	600
4-Finishing Roadbed & Slopes	Mile	2.28	-	2.28
5-Removal of Old Pavement	Sq. Yd.	2928	72	3000
6-Gravel Base	Cubic Yd.	4995	505	5500
7-1"-0" Materials in Shoulders & Surf.	Cu. Yd.	2300	200	2500
8-Sand Cushion	Cu. Yd.	811	89	900
9-Filler	Cu. Yd.	360	40	400
10-Hauling Filler	Yd. Mi.	540	60	600
11-Portland Cement Concrete Pavement	Sq. Yd.	29293	57	29350
12-Expansion Joints	Lin. Ft.	2948	152	3100
13-Contraction Joints	Lin. Ft.	14498	702	15200
14-Dowels	Each	14854	646	15500
15-Tie Bars and Reinforcement	lbs.	18605	1395	20000

SHADY POINT-KELLY CORNER PAVING

ESTIMATE OF COST

Excavation Single Classification	1700 Cu. Yds. at	$0.40	$680.00
Special Borrow	1200 Cu. Yds.	0.50	600.00
Truck Haul	600 Yd. Mi.	0.20	120.00
Finishing Roadbed & Slopes	2.26 Miles at	$100.00	226.00
Removal of Old Pavement	3000 Sq. Yds.	0.30	900.00
Gravel Base	5500 Cu. Yd.	0.70	3850.00
1"-0" Materials in Shoulders and surfacing	2500 Cu. Yds.	1.60	4000.00
Sand Cushion	900 Cu. Yds.	1.60	1440.00
Filler	400 Cu. Yds.	0.40	160.00
Hauling Filler	600 Yd. Mi.	0.20	120.00
Portland Cement Concrete Pavem.	29,350 Sq. Yd. at	1.65	48427.50
Expansion Joints	3100 Lin. Ft.	0.15	465.00
Contraction Joints	15200 Lin. Ft.	0.02	304.00
Dowels	15,500 Each	0.12	1860.00
Tie Bars and Reinforcement	20,000 lbs.	0.05	1000.00
			$64152.50
			6447.50
			$70,500.00

SHA[illegible]T-KELLY CORNER PAVING COMPU[illegible]S   Sheet 1 of 3

Item #.

Length of project 1290+50 - 1414+00 = 12,350-3 = 12,347 lineal feet.

Less overhead crossing	300	"	"
Less Roberts Cr. Br.	101	"	"

Net length 11,946 lineal ft. or 2.26 miles.

---

(8)

$\frac{11,946 \times 22}{9}$ = 29,201 sq. yds.
+ 28 " " (Reinforced panels at ends of Roberts Cr. Br.)
+ 64 " " (" " " overhead crossing)
Total 29,293 sq. yds. Portland Cement Concrete Pavement.

Note: Calc. based on Std. Drawing #2037.
At Roberts Creek "S" - 15' "T" - 10"
At Overhead Xing "S" - 20' "T" - 12"
Computed on cubic yard basis and corrected into sq. yds.

(9,10 &11.)

	Exp.Joints	Cont. Joints	Exp. Dowels	Cont. Dowels
1290+50 - 1307+09	19	91	440	1638
1308+10 - 1315+86.7	9	41	198	738
1318+84.7-1414+00	106	527	2354	9486
Total	134	659	2992	11,862

134 x 22 = 2,948 lin. ft. expansion joints.
659 x 22 = 14,498 " " contraction joints.

Dowels.

2,992 in exp. joints.
11,862 " cont. joints.
Total 14,854 (includes dowels at both ends of job.)

TIE BARS & REINFORCEMENT.

(12)

Reinforcement at Bridge ends.
Roberts Creek Bridge.
By std. drawing #2037 "S" = 15' "T" = 10"

Bars "A" 44 - $\frac{3}{4}$"ø x 16$\frac{1}{2}$' long.
Bars "B" 14 - $\frac{3}{4}$"ø x 21$\frac{1}{2}$' "
ø 3 - 1"o/x 21$\frac{1}{2}$' "

88 x 16$\frac{1}{2}$ x 1.502 - 2180.9 lbs.
28 x 21$\frac{1}{2}$ x 1.502 - 904.2 "
6 x 21$\frac{1}{2}$ x 2.67 - 344.4 "
Total 3429.5 " at Roberts Creek.

SHADY POINT-KELLY CORNER PAVING COMPUTATIONS

Item 12 (cont'd)

Overhead Crossing.

"S" - 20' "T" - 12"

Bars "A" 38-7/8"ø x 21½
Bars "B" 16-7/8"ø x 21½
3-1" x 21½

76 x 2.004 x 21½ = 3340.0 lbs.
32 x 2.004 x 21½ - 1406.3
6 x 2.67 x 21½ - 344.4

Total 5090.7 lbs. at overhead
3429.5 " " Roberts Cr.
(In main roadbed) 8520. lbs. total at bridge ends.

1290+50 - 1306 + 94 - 18 reg. exp. panels and 2 cont. panels.
18x6 - 108 cont. panels
108x5 - 540 (+7 for extra 2 panels) - 547 bars.

1308+25 - 1315 + 67 - 8 reg. exp. panels + 21 Ft.
8x6 - 48 cont. panels
48x5 - 240+6 - 246 bars.

1318 + 05 - 1414 + 00 - 105 reg. exp. panels + 42 ft.
105 x 6 - 630 cont. panels
630 x 5 - 3150+12 = 3162 bars.

Total 547
246
3162
3955 bars ½" sq. and 3.0 ft. long.
3955 x 3.0 x 0.85 = 10,085 lbs.

Grand Total 10,085 lbs.
+ 8,520 " at bridge ends.
18,605 " Tie bars & Reinforcement

---

(13) SAND CUSHION

$$\frac{\overset{L}{11,946} \times \overset{W}{22} \times \overset{D}{.0833}}{27} = 811 \text{ cu. yds.}$$

---

(14) 1"-0" Material in Surf. & Shldrs.

$$\frac{11,946 \times 2(\overset{D}{.25} \times \overset{Av. W}{7.4})}{27} = 1637$$

200 allowance for road approaches.
1837
+ 463 25% for compaction
Total 2300 cu. yds.

(7)
TOPPING:

$\frac{42 + 36 = 39}{2}$ x .91663 (11") - 35.748÷27 - 1.324 C.Y. per Ft.

Deduct.

.4958 Cy. Yd. per Ft. Pavement
.1370 " " " " 1"-0 Shoulder Materials
0.6308 Total deduction
1.324
- 0.631
0.693 = 69.3 Cu. Yd. per Sta.
+ 17.3 25% for compaction
86.6 Cu. Yds. Per Sta.

86.6 x 119.46 = 10,345
- 5,350 Now in place
4,995

HAULING FILLER
(16)
Average Haul is 1½ miles.

370 x 1½ = 555 yd. mi.

FILLER
(15)
2500 cu. yds. 1"-0" crushed rock
2300 x 15% = 345 cu. yds.
25 " " allowance for building up present topping.
Total 370 cu. yds.

78-E

November 24, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Shady Point-Kelley Corner Section, F. A. Project No. 78-E.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon 78-E
Shady Point-Kelly Corner Section

POST OFFICE BUILDING
PORTLAND, OREGON

November 13, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

FORM 5-A-4 6M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Southern Pacific Company

RECEIVED
FOR FILING

OREGON STATE HIGHWAY COMMISSION
SALEM

78-3

October 28th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Derke Bros., Inc.
2815 S. E. Harrison St.
Portland, Oregon

Dear Sirs:

Complaint has been received from the Southern Pacific Co. that you are conducting your operations near Green without proper regard to the protection of railroad traffic and property. They advised that you have crossed the track with your heavy shovels, caterpillars and tractors without notification to the railroad so that proper flag protection could be provided.

When such equipment is being moved across railroad tracks, the railroad is anxious to provide flag protection, and you are requested to call upon the roadmaster or section foreman whenever such protection is needed.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By H G Smith
H. G. Smith
Construction Engineer

HGS:AE

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

S-2960

Southern Pacific Company
PORTLAND, OREGON

E. L. KING,
SUPERINTENDENT

IN REPLY PLEASE REFER TO

RECEIVED
JAN 12 1939
FOR FILING

18-E

October 24, 1936

GMO 98762

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

I have been advised that Berke Bros, Contractors, grading and hauling gravel in connection with the overhead crossing at Green, are conducting their operations without proper regard to protection of Railroad traffic and property.

It appears they have deliberately disregarded all reasonable safety measures and have crossed the track with their heavy slow moving caterpillar shovels and tractors without notification to us so that proper flag protection could be provided. As you know, we have not placed an engineer continuously on this project due to the small amount of encroachment on the right of way and force account work involved, and have placed inspectors there only during such periods as it was considered necessary. We therefore have to depend on your Resident Engineer and the contractor to follow out the usual safety measures in ocassional crossings of the track, etc. with their heavy equipment.

We have experienced several accidents during the last few years of trains striking heavy slow moving equipment on private crossings and you of course realize the possible hazard to railroad traffic. The joint committee of the ARA on Grade Crossing Protection have recently discussed and recommended regulations governing the movement of cumbersome buildings, machinery or equipment across railroad tracks on public crossings with respect to proper flag protection to safe guard traffic.

It will be greatly appreciated if you will issue instructions to your local men at Green to see that this contractor properly conducts his operations and calls upon our Roadmaster or section foreman to provide flag protection when needed. Also would suggest that you issue a general instruction to all your field men to see that the railroad is notified and flag protection provided before such equipment is moved across any railroad tracks.

Yours truly,

Cy-Mr. H. G. Smith
State Highway Construction Engineer
Salem, Oregon

Cy-Mr. K. D. Lytle
State Highway Division Engineer
Roseburg, Oregon

78-E

x

RECEIVED
OCT 28 1936
FOR FILING

October 26, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Shady Point-Kelley Corner Section, F. A. Project No. 78-E.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/OS

Encl.

Oregon State Highway Department Federal Aid Project No. 73-B

SHADY POINT-KELLY CORNER SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 13, 1936

Roadwork

All Required		Clearing and Grubbing		$ 500.00
3,400	cu. yds.	Trench Excavation	$ 1.00	3,400.00
117,000	cu. yds.	Excavation, Single Classif.	0.34	39,780.00
16,000	cu. yds.	Special Borrow	0.34	5,440.00
8,500	yd. sta.	Overhaul	0.01	85.00
68,000	yd. mi.	Truck Haul	0.12	8,160.00
2.26	miles	Finishing Roadbed and Slopes	200.00	452.00
5,300	lin. ft.	Rounding Cutbanks	0.10	530.00
1,500	lin. ft.	9" Perforated Corr. Iron Pipe	1.10	1,650.00
330	lin. ft.	12" Concrete Pipe	1.05	346.50
600	lin. ft.	18" Concrete Pipe	2.20	1,320.00
90	lin. ft.	24" Concrete Pipe	3.25	292.50
260	lin. ft.	Salvaging Culvert Pipe	0.50	130.00
1	only	Concrete Catch Basin	35.00	35.00
400	cu. yds.	Rock Backfill in Drains	1.50	600.00
160	cu. yds.	Class "D" Concrete	19.00	3,040.00
26,000	lbs.	Metal Reinforcement	0.05	1,300.00
220	cu. yds.	Riprap	1.50	330.00
8,000	cu. yds.	Gravel Topping	0.70	5,600.00
750	cu. yds.	Filler	0.30	225.00
750	yd. mi.	Hauling Filler	0.12	90.00
			Subtotal	$73,306
			10% Engr. & Cont.	7,330
			Total	$80,636

Bridge (Sta. 1307+60)

80	cu. yds.	Class "D" Concrete	$19.00	$ 1,520.00
18,000	lbs.	Metal Reinforcement	0.05	900.00
1,080	lin. ft.	Treated Piling	1.00	1,080.00

20	M-FBM	Treated Lumber	$ 95.00	$ 1,900.00
225	lin. ft.	Concrete Handrail	4.00	900.00
			Subtotal	$ 6,300
			10% Engr. & Cont.	630
			Total	$ 6,930

Length of Roadwork	2.263 miles
" " 1 Bridge	.019 "
" " Overcrossing, (Project No. WPGH 78-E) (Exception)	.056 "
Total Length	2.338 "
Cost per mile, Roadwork	$35,632

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$ 80,636	$ 49,187 (61%)	$ 31,449
Bridge	6,300	3,843 (61%)	2,457
	$ 86,936	$ 53,030	$ 33,906

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

7x-2

October 13, 1936

Berke Bros, Inc.
2815 S. E. Harrison Street
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1912 awarded to you on September 9, 1936, for grading on the Shady Point-Kelly Corner Section of the Pacific Highway in Douglas County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AN

x

78-E

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

OCT 13 1936

October 12, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir: Oregon WPGH 78-E, Shady Overcrossing of S.P. Ry., Pacific Highway

We are forwarding herewith, for your files, an executed copy of the ________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

Encls.

Fon

4694

Form P. R. 2

State Oregon

U. S. Works Program Grade Crossing Project No. WPGH 78, Sec. E

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1935

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27th day of July, 1936 by and between **the Oregon State Highway Commission**, constituting for the purpose hereof, the Highway Department of the State of **Oregon** hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; **particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935, (Public Res. No. 11, 74th Cong.)**:

Whereas the Highway Department of said State submitted on the **22nd** day of **March**, 1930, a **revised** project statement, which was approved by the Secretary on the **10th** day of **May**, 1930, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section **E** of said project which were recommended for approval by the United States District Engineer on the **1st** day of **April**, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of **thirty-nine thousand, five hundred sixteen and no/100** dollars ($**39,516.00**) as the share of the United States payable under said act on account of Section **E** of said project, which ~~does not exceed the authorized Federal pro rata share of~~ **is** the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Include date and citation of
(Public Res. No. 11, 74th Cong.)
act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey stations 1315+86.68 and 1318+84.68, all in the W 1/2 of Sec. 11, T. 28 S., R. 6 W., W.M.

, length .056 of a mile, in Douglas County,
Grade Crossing
being Section E of Oregon U.S. Works Program / project No. WPGH 78, consisting of one bridge of more than 20 feet clear span, 0.056 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of thirty-nine thousand, five hundred sixteen and no/100 dollars ($39,516.00), certified to the Secretary of the Treasury as above mentioned, which [illegible]

[illegible] is [illegible] the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 1st day of Oct., 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By E B Aldrich
Chairman, State Highway Commission
(Title of officer)

By Henry F. Cabell
Member, State Highway Commission
(Title of officer)

By F L TouVelle
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

~~[illegible]~~

SECRETARY OF AGRICULTURE

By L. E. Boykin
Acting Chief, Bureau of Public Roads

PHO

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Works Program Grade Crossing Project No. WPGH 78-E, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 39,516.00 as the total estimated cost of said project, and the sum of $ 39,516.00 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~pro rata share o~~f said total estimated cost.

Done at the city of Washington, this 1st day of Oct one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By R. E.
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934

78-E

2815 S. E. HARRISON STREET

PHONE LA. 2359

BERKE BROTHERS, INC.

GENERAL CONTRACTORS

PORTLAND, OREGON

Roseburg, Oregon,
Sept 26th, 1936.

Oregon State Highway Commission,
Salem, Oregon.

Attention of Mr. H.B.Glaisyer Secy

Gentlemen:

We received today by express the four copies of Contract 1912 (Shady-Point-Kelly Corner Section of the Pacific Highway.). Also your letter instructing us to affix our corporate seal to the agreement part of each copy. This was left off thru an error in our office.

We have taken care of the above and are shipping today, by express the four copies to you.

Yours truly,

BERKE BROS INC

By F. F. Crosby
F F Crosby

SEP 1936

Received - Sept. 29th

J. [illegible]

REFERRED TO
BY SECRETARY

#1912

September 25, 1936

Berke Bros. Inc.,
2815 S. E. Harrison St.,
Portland, Oregon.

Dear Sirs:

We are returning to you by express four copies of the contract No. 1912 for the construction of the Shady Point-Kelly Corner Section of the Paific Highway in Douglas County which was awarded you on September 9th.

You will please note that in executing this contract you failed to affix your corporate seal to the agreement part of each copy of the contract. Please have this done and return all copies to this office.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

78-E

×

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

September 22, 1936

RECEIVED
SEP 23 1936
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

RE: Contract #1912

Gentlemen:

We are sending you under separate cover, by express, the above numbered contract of Berke Bros., Inc. covering the Shady Point, Kelly Corner Section of the Pacific Highway in Douglas County. When these contracts have been signed by the Commission, will you kindly return one copy for our records as is your usual practice.

Yours very truly,

BATES, LIVELY & PEARSON

By Fred C Reed

FCR/hb
cc: Berk Bros., Inc.

RECEIVED
JAN 20 1937
FOR FILING
78-E

September 9, 1936

BERKE BROS., Inc.
2815 S. E. Harrison Street
Portland, Oregon

Gentlemen:

Confirming my telegram of this date, notice is hereby given you that the State Highway Commission today awarded you contract for construction of Shady Point-Kelly Corner Section of the Pacific Highway, in Douglas County, for which you submitted the low bid of $80,627.00 at the Highway Commission meeting held August 27, 1936.

Contract forms will be sent to you in a few days for execution.

Very truly yours,

Secretary

MBL

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication

RECEIVED
JAN 20 1937
FOR FILING

COPY OF WESTERN UNION TELEGRAM

File

SALEM OREGON SEPTEMBER 9 1936

BERKE BROTHERS INCORPORATED
2616 S E HARRISON STREET
PORTLAND OREGON

THE STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR CONSTRUCTION OF SHADY POINT KELLY CORNER SECTION OF PACIFIC HIGHWAY IN DOUGLAS COUNTY FOR WHICH YOU SUBMITTED LOW BID ON AUGUST TWENTYSEVEN STOP CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

jx confirmed

M

THIS CONSTITUTES OUR CONCURRENCE IN AWARD OF CONTRACT AS OF SEPTEMBER NINTH FOR OREGON SEVENTY EIGHT E TO BERKE BROS LOW BIDDER=

ANDREWS=

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

for reference WESTERN UNION TIME number

78-E

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(49)

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 437 State St., Salem, Org. Tel. 3171

PRL16 22 GOVT=PORTLAND ORG 9 946A 1936 SEP 9 AM 9 57

R H BALDOCK=
STATE HIGHWAY ENGINEER

THIS CONSTITUTES OUR CONCURRENCE IN AWARD OF CONTRACT AS OF SEPTEMBER NINTH FOR OREGON SEVENTY EIGHT E TO BERKE BROS LOW BIDDER=

ANDREWS.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

for reference WESTERN UNION TIME

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☐	FULL RATE	☐
DAY LETTER	☐	DEFERRED	☐
NIGHT MESSAGE	☐	NIGHT LETTER	X
NIGHT LETTER	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to SALEM, OREGON, SEPTEMBER 8TH, 1936

To W. H. LYNCH, DISTRICT ENGINEER,

Street and No. U. S. BUREAU OF PUBLIC ROADS, NEW POST OFFICE BLDG.

Place PORTLAND, OREGON

WITH YOUR CONCURRENCE CONTRACT FOR SHADY POINT-KELLY CORNER PROJECT WILL BE AWARDED TO BERKE BROS. SEPTEMBER NINTH STOP ALL RIGHT OF WAY MATTERS CLEARED STOP PLEASE ADVISE

R. H. BALDOCK

Sender's address for reference

THERE IS NO DEPENDABLE SUBSTITUTE FOR
WESTERN UNION TIME

Sender's telephone number

78-E

Const
Culverts

Sept. 8th, 1936

RECEIVED
SEP 9 1936
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: G. S. PAXSON

Dear Sir:

In compliance with your request of Sept. 4th, we are submitting herewith information in regard to culverts on the Shady Crossing-Kelly's Corner Section of the Pacific Highway.

The depth of fill, angle of skew, etc. for both culverts is shown on the attached sketch.

The steel can be hauled to the culvert location along the County and private road shown on the map. We would suggest that the steel for the culvert at 1684+75 be unloaded first. The company hauling the steel should be advised that there are one or two small wooden bridges on this road that probably should be reinforced before heavy loads are transported thereover.

Very truly yours,

K. D. LYTLE
Division Engineer

By
C. D. Cannon
Office Engineer

cc. R. H. Baldock
cc. H. G. Smith

CDC:AF

FORM S-A-1 6M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

78-E

August 28th,1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention:G. S. Paxson

Dear Sir:

We have your letter of August 22nd regarding damage done to the road East of the Railroad tracks between Green's Station and the new Overhead crossing.

The contractor has done some damage to the road and one or two small bridges, according to your Mr. Hubbard. Mr. Hubbard will make the further investigation and will write directly to you or report result of his findings to our office.

Very truly yours,

R. D. [illegible]
Division Engineer

By
C. D. [illegible]
Office Engineer

cc R. H. Baldock ✓
Mr. Hubbard

CDC:P

FORM 3-E-1
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

August 22, 1936

Mr. K. D. Lytle
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

Under date of August 14, Mr. DeSouza wrote you concerning damage done to the road east of the railroad tracks between Green Station and the overcrossing.

I would appreciate your recommendation as to how much we should require the contractor to do in repairing this road.

Very truly yours

G. S. Paxson
Acting BridgeEngineer

GSP LD
cc R. H. Baldock

FORM [illegible]-1 1000 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

x

August 14, 1936

Mrs. Addie M. Burroughs
Route #1
Roseburg, Oregon

Dear Madam:

Reference is made to our prior correspondence and particularly our letter to you of August 4th, with reference to the road parallel the railroad tracts in the vicinity of your property on the Roseburg side of the new overcrossing south of Green Station.

We have received a report on this matter and are advised that the road in question south of Green Station is not a County Road, but is a road or street which was dedicated when the subdivision of Watt's Acres was laid out, which would place it in the classification of a dedicated street in a platted subdivision outside the limits of any municipality.

Under these circumstances and on account of the fact that the same is not a County Road the portion used by the State's contractor south of Green Station will be repaired or restored either by the State or its contractors so as to be left in as good a condition as it was before the contract work.

Very truly yours,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD DK
cc K. D. Lytle
R. H. Baldock
G. S. Paxson

NOTED
State Highway Engineer

M-1 1500 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

August 14, 1936.

Mr. K. D. Lytle
Division Engineer
Roseburg, Oregon

Dear Sir:

Herewith we hand you copy of letter written to Mrs. Addie M. Burroughs, Route #1, Roseburg, Oregon, relative to road adjacent to her property on the westerly side of the Southern Pacific Company tracts north of the new overcrossing South of Green Station.

Your letter of the 11th states that this is not a County Road but was dedicated when the subdivision of Watt's Acres was laid out and therefore would appear to be in the nature of a street outside of the limits of a municipality.

The sketch map submitted from the Roseburg office under date of March 24, 1936, shows the road on the easterly side of the railroad right of way as being a County Road. We are unable, however, to definitely ascertain whether or not any of the contractors bidding on the work examined this sketch. It is our impression that they did not. Also the maps we have examined on the Shady Point-Kelly's Corner Section have the highway north of Green Station marked as a County Road. There is no designation mark on the roads south of Kelly's Corner, but it would be reasonable to infer from looking at the map that this section was merely a continuation of the existing County Road. We likewise do not know whether or not any of the bidders saw this map so that they might rely upon the same being a County Road.

Under all of the circumstances in going over the project it appears to us to be reasonable to assume that a contractor examining the project as a whole would assume that road on the easterly side of the railroad was a county road and that he would not have to meet any conditions involved in permission to use or obligations to repair damage to a private road. There is some mention of a private road in the Special Provisions on the work but this relates to a road south of the overcrossing.

It therefore would be our recommendation that the contractor be requested to exercise care in the use of the road south of Green

Station and to make such repairs thereto as reasonably may be caused by his construction operation. If, however, he should refuse to do so, it is our opinion that the ultimate obligation to put the road in usable condition or at least equal to the condition existing before our contractors use thereof should be assumed by the state. The property owners who have opened and maintained the road at their own expense are entitled to at least this much consideration.

Very truly yours,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD DK
Enclosure
cc R. H. Baldock
G. S. Paxson

Const
Projects
Primary

August 14, 1936

Mr. E. L. King
Division Superintendent
Southern Pacific Company
Portland, Oregon

Attention: Fred Feikert

Dear Sir:

We are today sending to you, under separate cover, an informational set of the plans and specifications for the grading and surfacing of the approaches to the new overcrossing structure at Shady Point.

You will be particularly interested in the provision which appears on Sheets 23 and 24 of the mimeographed special provisions, which provision requires the contractor to enter into an agreement with your Company, and to furnish a bond in the amount of $10,000 in connection therewith.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

FORM 8-K-1 1500 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

X

OREGON STATE HIGHWAY COMMISSION
SALEM

August 14, 1936

Mr. K. D. Lytle
Division Engineer
Roseburg, Oregon

Dear Sir:

Reference is made to your letter of August 4th, addressed to Mr. H. G. Smith, relative to agreement between the State Highway Commission and Douglas County relative to the moving of materials for improved sight distances at the existing grade crossing south of Roseburg.

The order issued by the Public Utilities Commissioner on April 17, 1936, relative to the improvement of sight distances at the existing grade crossing contained the following provisions:

> That the Southern Pacific Company will let down its right of way fences, and allow the Oregon State Highway Commission to borrow sufficient material by excavation to provide ample sight distance, and that, in the best judgment of those concerned, the amount of material to be borrowed will not exceed two thousand cubic yards. That the Highway Commission will cause this material to be borrowed for use in the fills of the relocated Pacific Highway in the vicinity, and will charge a maximum of 15¢ per yard for overhaul of such material to these fills, and that Douglas County will reimburse the State Highway Commission in a sum not to exceed Three Hundred dollars for said overhaul.

In view of the fact that Southern Pacific Company and Douglas County made appearances at the hearing, agreed upon the plan outlined in the order, and have taken no appeal from the order, we believe that the same has become binding and that no separate agreement with Douglas County will be necessary.

We do not pass upon the alternate plan of the county doing the work themselves as this is an engineering matter which should be decided separate from the legal department. We are passing upon the necessity of the

NOTED
State Highway Engineer

execution of a separate agreement with the County. It is recognized, however, that as between the State, County, and Railroad the terms of the order could be waived by a later mutual agreement; provided, however, that the final result is in accord with the letter or spirit of the order of the Public Utilities Commissioner.

Very truly yours,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD DK
cc R. H. Baldock
H. G. Smith
S. H. Probert

FORM 3-A-1

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

X

RECEIVED
AUG 12 1936

OREGON STATE HIGHWAY COMMISSION

SALEM

78-E

IN REPLY PLEASE
REFER TO FILE NO.

Aug. 11, 1936

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: J. W. DeSOUZA

Dear Sir:

Reference is made to your letter of August 4th, in regard to the road used by Mrs. Addie Burroughs on the Shady Crossing-Kelly's Corner Section of the Pacific Highway south of Roseburg. We asked Resident Engineer Ford to report on this matter and a copy of his report is attached hereto.

In checking with the county officials we find that the road referred to is not a county road south of Green Station but is a right of way for a road dedicated when the subdivision of Watt's Acres was laid out. The county, therefore, is not responsible for the maintenance of the road. We presume that the liability will rest with the contractor if the hauling of his equipment damages the road. You will notice from Mr. Ford's letter that we have not given Mrs. Burroughs any assurance that the road would be repaired either by the State or contractor in case of damage.

Will you please write to Mrs. Burroughs setting forth the State's or contractor's liability, if any?

Very truly yours,

K. D. LYTLE
Division Engineer

By
C. D. Cannon
Office Engineer

cc. R. H. Baldock

CDC:AF

NOTED
State Highway Engineer

78-E

RECEIVED
OCT 28 1936
FOR FILING

August 10, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Shady Point-Kelly Corner Section, Federal Aid Project No. 78-E.

Five bid proposals and five blueprint copies of sheet number 2 of the plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

Federal Aid
Project No. 78-E

SHADY POINT-KELLY CORNER SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 10, 1936

Roadwork

All Required		Clearing and Grubbing		$ 300.00
3,400	cu. yds.	Trench Excavation	$1.00	3,400.00
117,000	cu. yds.	Excavation, Single Classification	0.42	49,140.00
16,000	cu. yds.	Special Borrow	0.65	10,400.00
8,500	yd. stas.	Overhaul	0.02	170.00
68,000	yd. mi.	Truck Haul	0.18	12,240.00
2.26	miles	Finishing Roadbed and Slopes	500.00	1,130.00
5,300	lin. ft.	Rounding Outbanks	0.10	530.00
1,500	lin. ft.	9" Perforated Corrugated Iron Pipe	1.20	1,800.00
330	lin. ft.	12" Concrete Pipe	1.50	495.00
600	lin. ft.	18" " "	2.50	1,500.00
90	lin. ft.	24" " "	3.50	315.00
260	lin. ft.	Salvaging Culvert Pipe	0.60	156.00
1	only	Concrete Catch Basin	25.00	25.00
400	cu. yds.	Rock Backfill in Drains	2.00	800.00
160	cu. yds.	Class "D" Concrete	21.00	3,360.00
26,000	lbs.	Metal Reinforcement	0.06	1,560.00
220	cu. yds.	Riprap	4.00	880.00
8,000	cu. yds.	Gravel Topping	0.70	5,600.00
750	cu. yds.	Filler	0.40	300.00
750	yd. mi.	Hauling Filler	0.20	150.00
			Subtotal	$94,251.00
			10% Engr. & Cont.	9,425.10
			Total	$103,676.10

Bridge (Station 1307+60)

80	cu. yds.	Class "D" Concrete	$21.00	$ 1,680.00
18,000	lbs.	Metal Reinforcement	0.06	1,080.00
1,080	lin. ft.	Treated Piling	1.00	1,080.00

20	M-FBM	Treated Lumber	$100.00	$ 2,000.00
225	lin. ft.	Concrete Handrail	5.00	1,125.00
		Sub-total		$ 6,965.00
		10% Engr. & Cont.		696.50
		Total		$ 7,661.50

Length of Roadwork	2.262 miles
" " 1 Bridge	0.002 "
" " Overcrossing (Project No. WPGH 78-E) (Exception)	0.056 "
Total Length	2.338 "
Cost per mile, Roadwork	$45,833.81

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds		State Funds
Roadwork	$103,676.10	$63,242.42	(61%)	$40,433.68
Bridge	7,661.50	4,673.51	(61%)	2,987.99
	$111,337.60	$67,915.93		$43,421.67

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

August 12, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon FAP 78-E, the Shady Point-Kelly Corner Section of the Pacific Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

The length of the bridge is incorrectly shown as .002 mile. We have changed it to .019 mile and are requesting that the latter figure be used in submitting future documents.

Very truly yours,

W. H. Lynch
W. H. LYNCH
District Engineer

By

~~E. E. Andrews~~
~~Sr. Hwy. Engineer~~

Typo was should have been .020
to check overall length - since
total length is .001 dif. from
the totals of the dif. types of work

FORM 2-A-1 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

78-E

RECEIVED
AUG 5 1936
OREGON
STATE HIGHWAY COMMISSION

Aug. 4, 1936.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Mr. Probert requested that we furnish him with additional data relative to the excavation to be moved along the old line at the present Shady Crossing and I am sending you herewith sections showing the areas to be removed and a map showing the location of the work. I believe that the information Mr. Probert wants is all on these two maps. It will be necessary that we secure an easement on this area for hauling road out to our line and I am having the draftsman prepare this.

According to the agreement made at the time the hearing was held on the abandonment of this crossing, there was inserted in the record a stipulation to the effect that the County would pay for the overhaul involved in moving this yardage. I would suggest that your office prepare an agreement, to be signed by the County so that we can collect the cost of hauling this material.

I talked this matter over with two of the County Court this morning and they rather felt that they would prefer to move the dirt themselves rather than to have us put it in the contract but I told them that I thought the plans were all prepared and that if this item were taken out of the contract at this time it would probably mean the postponement of the job for at least another month and would throw the work into the rainy season so if you will just drop me a line saying that there is insufficient time to make this change, I believe that I will have no trouble in getting the agreement signed by the County Court.

Very truly yours,

cc. R. H. Baldock
cc. S. H. Probert

K. D. LYTLE
Division Engineer

KDL:AF

FORM 9-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

August 3 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Const
Projects
Primary

78-E

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Ore.

Dear Sir:

With reference to the Shady Crossing-Kelley's Corner Section of the Pacific Highway, please see that the test holes are again opened for the contractor's inspection between Stations 1385 and 1395; where you have shown the rock line in the bottom of the cut and on the hill near the overcrossing near where the 74,000 yards of borrow is to be maintained.

This should have been a classified job but I may be able to get it approved with the understanding that the test pits will be exceptionally well opened so that the contractor cannot mistake the character of the material. If necessary I would have a shot put in at Station 1390 so that the contractor can see the material down to the grade line.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H.Baldock

FORM 9-A-1 , 5M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

X

Const
Projects
Primary

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

There are several features concerning the Shady Crossing-Kelly's Corner job which I would like to comment upon as follows:

1. Plans for the 85 foot bridge are not included. If this structure is let separately we might save some money by taking the two 8x8 box culverts out of the grading and including them with the bridge.

2. In my Special Provisions I have omitted the item of "Salvaging Guard Fence" as the amount involved was small and a maintenance crew can do the work cheaper and save more of the fence.

3. The catch basin inlet is located at station 1408.

4. The reason for including the 2099 yards of excavation at the present grade crossing is due to the stipulation made by Mr. DeSouza at the time of the hearing held by the Public Utilities Commissioner at Roseburg, April 1936.(See Mr. DeSouza's memorandum dated April 14th, 1936, re: Shady Point Crossing).

5. I am informed that the vicinity map of the 85 foot bridge is now in the Salem office.

6. The crushed gravel surfacing was included because I thought there would be a lapse of three or four months between the completion of this job and the laying of the pavement.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. S. H. Probert

KDL:AF

FORM 5-A-1 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

Const
Projects
Primary

July 27, 1936

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Attached hereto please find Special Provisions, Tabulation of Quantities and Estimate of Costs covering the grading and topping of the Shady Crossing-Kelly's Corner Section of the Pacific Highway.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock ✓
KDL:AF

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon WPGH 78-E

POST OFFICE BUILDING
PORTLAND, OREGON

July 25, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

Ino

Const
Projects
Primary

July 22, 1938

R. H. Baldock
State Highway Engr.
Salem, Ore.

ATTN: H. G. SMITH

Dear Sir:

We are sending today by express the 100' to the inch detail map and located line profile Shady-Kelley's Corner Section, Pacific Highway. The preliminary estimate and other location records will be sent you in a few days.

Will you please send us at once one blue print copy of the profile?

Very truly yours,

K. D. LYTLE
Division Engineer

By
C. D. Cannon
Office Engineer

cc. R. H. Baldock

CDC:AF

FORM 8-A-1 10M 4-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Const
Projects
Primary

July 15th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

You will note that the Shady-Kelley's Corner Section is up for contract on August 27th. I would suggest that the grading only be put on at this letting, and that the paving be let as a separate contract next spring.

The concrete pavement portion of the Ashland-Siskiyou Section will be let on October 31st. Bituminous macadam may be let later as a separate contract, but it would be appreciated if the Special Provisions could be submitted as soon as convenient.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

78-E

June 30, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Shady Overcrossing Section, Project No. WPGH 78-E.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:GS

Encl.

Oregon State Highway Department

U. S. Works Program
Grade Separation Project
No. WPGH 78-E

SHADY OVERCROSSING ON THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as Basis for Project Agreement. Based on Low Bid Prices.)

Salem, Oregon, June 13, 1936

520	cu. yds.	Excavation	$3.00	$ 1,560.00
50	cu. yds.	Excavation Below Plans	4.00	200.00
920	cu. yds.	Class "D" Concrete	20.00	18,400.00
182,000	lbs.	Metal Reinforcement	0.055	10,010.00
620	lin. ft.	Concrete Handrail	4.50	2,790.00
				$32,960.00

Work to Be Performed By Railway Company Forces

All Required	Moving and Reestablishing Signal System, Telegraph Lines and Construct Railway Guard Rails	$ 2,600.00
	Subtotal	$35,560.00
	10% Engr. & Cont.	3,556.00
	Inspection (RR Co.)	400.00
		$39,516.00

Length of Structure .0.56 mile

WPGH Funds Requested- $39,516.00

Estimated Labor Required	14,000 man-hrs.
Cost of Labor	$11,500
Cost of Materials	$15,000

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

78-3

May 28, 1936

Mt. States Construction Co.
1644 Washington St.
Eugene, Oregon

Gentlemen:

By express we are forwarding to you today a fully executed copy of contract No. 1847, awarded to you on April 16, 1936, for the construction of a reinforced concrete viaduct over the Southern Pacific Company's tracks approximately four miles southerly from Roseburg on the Pacific Highway in Douglas County.

This copy is for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

DP

FORM 491 P 3-32 20M

#1847

78-E

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

RECEIVED
MAY 27 1936
OREGON

May 26, 1936

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: MOUNTAIN STATES CONSTRUCTION CO.
Eugene, Oregon
Roseburg Job

We are informed that the Mountain States Construction Company has been awarded a contract in the vicinity of Roseburg, Oregon.

We will appreciate your completing the attached Contractors questionnaire and forward to this office in the enclosed business reply envelope.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

T. J. Aubrey

District Credit Supervisor

LH:B
Encls

FORM 5-K-1 1500 3-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

74-E

May 26, 1936

Southern Pacific Company
Pacific Building
Portland, Oregon

Attention Mr. E. L. King

Gentlemen:

Herewith we return to you duplicate counterparts of proposed agreement between the Southern Pacific Company and the State of Oregon covering the construction of an overhead crossing at your Green Station south of Roseburg in Douglas County.

These agreements were executed by the State Highway Commission on May 22, 1936, and are returned to you for execution by Southern Pacific Company. It is our understanding that as soon as this has been accomplished one copy will be returned to us for our files.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

Enclosures
JWD:AW
cc Mr. R. H. Baldock
Mr. G. S. Paxson
Mr. H. B. Glaisyer
Mr. H. G. Smith

ESTIMATE, OVERHEAD CROSSING AT SHADY POINT NEAR GREEN STATION

UNIT	QUANTITY	DESCRIPTION	COST LABOR	COST MATERIAL	
		SIGNAL WORK			
		Temporary work	60	100	
		Permanent work	150	175	
		10% Workmens Compensation and P. L. Insurance		21	
		Material Yard Expense		22	
		10% Contingencies	21	32	
		TOTAL SIGNAL	231	350	581
		TEL. & W U T LINE			
Ea.	10	Cedar Poles 520 L.F. @ 40¢	200	208	
L.F.	120	2½" black pipe	30	34	
L.F.	4000	Duplex wire @ 15.00	100	60	
		Remove present line	200		
M.	4	#9 Copper wire	150	80	
	Lot	Pins, crossarms, insulaters, etc.	50	50	
		Material Yard Expense		43	
		Freight		15	
		10% Workmens Comp & P.L. Ins.		73	
		10% Contingencies	73	56	
		TOTAL TELEGRAPH	803	619	1422
		Engineering, Inspection and Flagman		400	
				400	400
		TOTAL COST		$2403.00	

MAR 23 1936

ESTIMATE, OVERHEAD CROSSING AT
SHADY POINT NEAR GREEN STATION

Install 400 Track Ft. 90 lb. Guard Rail

				COST		
UNIT	QUANTITY	DESCRIPTION		LABOR	MATERIAL	
L.F.	800	SH 90# Rail 10.71 T	@ 22.40		240	
Ea.	24	SH Jts. 1 T	@ 37		37	
Ea.	96	Nut Locks			5	
Lbs.	128	Bolts & Nuts	@ 4¢		5	
Lbs.	1600	Track Spikes	@ 3½¢		56	
Ea.	150	Rail Braces 1800#	@ 2¢		36	
Ea.	2	Point Castings 250#	@ 2¢		5	
		Lay Guard Rail	@ 20¢	80		
		Freight			70	
		Material Yard Expense			5	
		10% Workmens Comp.&PL Ins.			8	
		10% Contingencies		8	47	
		TOTAL GUARD RAIL		88	514	602

HANSEN & ROWLAND INC.

GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. C. ROWLAND, SECY.

May 11, 1936

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

RE: BOND NO. 45959 - MOUNTAIN STATES CONSTRUCTION CO. to STATE OF OREGON - Reinforced Concrete viaduct over the Southern Pacific Company's tracks approx. four miles southerly from Roseburg, in Douglas County, Oregon

Gentlemen:

We are forwarding to you today, by Railway Express, four copies of the above captioned bond, which have been executed by the Mountain States Construction Co. and on behalf of the Maryland Casualty Company. When this bond and contract have been approved, kindly forward one copy to Hansen & Rowland, Inc., 201 Washington Bldg., Tacoma, Washington, for the surety.

Thanking you, we are

Very truly yours,

HANSEN & ROWLAND, Inc.
General Agents
By M. Fisher
Surety Bond Department

MF

cc R. H. Baldock
G. S. Paxson

REFERRED TO
Glasgow
State Highway Engineer
[illegible]

REFERRED
Mr Baldock
BY SECRETARY

for approval before presenting to Commission

FORM 2-K-1 1000 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALD[illegible]H, PENDLETON
F. L. TOU[illegible]LE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

May 6, 1936.

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. B. Glaisyer, Sec'y
State Highway Commission,
Office

Dear Sir:

Herewith, we hand you for execution by the State Highway Commission, duplicate counterparts of agreement with Southern Pacific Company relative to overcrossing near Green Railroad Station in Douglas County, Oregon, which we designate as the Shady Point Overcrossing.

This agreement has been approved by Mr. Paxson as to engineering features and is approved by us as to form.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Attorney

2 copies returned to [illegible] 5/26/36
HBG

JWD:FR

cc R. H. Baldock
G. S. Paxson

REFERRED TO
Glaisyer
~~State Highway Engineer~~
[illegible]

REFERRED TO
Mr Baldock
BY SECRETARY

for approval before presenting to Commission
HBG

A

FORM B-K-1 1500 1-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

May 6, 1936.

Memorandum to G. S. Paxson,
Acting Bridge Engineer,
Office.

Dear Sir:

Reference is made to your memorandum of May 5th, returning to us with your approval, agreement between Southern Pacific Company and State, covering the Shady Point Overcrossing in Douglas County.

In your memorandum, you call attention to the fact that section 15 makes no provision for water and gas lines along the highway right of way. The matter of easements for facilities of this nature has not been overlooked, and frequently has been considered in connection with prior crossing easements.

The first clauses proposed by Southern Pacific Company would have prevented us from granting easements of any nature whatsoever over and across the railroad right of way, but we threshed this matter out with them and insisted that no restrictions be made limiting the right to the Commission to grant franchises or permits to utilities covered by Section 61-701, Oregon Code, 1930, which grants rights along the public highways for telegraph, telephone and lines and wires for the purpose of conveying electric power or electricity.

As a matter of fact, the State Highway Commission has no direct specific statutory authority to grant permits for the use of highway rights of way for water lines, gas lines, sewer lines or other items of a like nature, not specifically mentioned by statute, and the acts of the Commission in granting permits for such items in the past, have been construed as being only under the implied powers of the Commission to control the public highway rights of way.

Under all of these circumstances, we have not considered it desirable to insist upon expanding the crossing under our railroad crossing agreement, so as to include these latter items. Any such utilities, if they desire to cross the railroad right of way, should be required to make their own agreements with the railroad companies.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:FR
cc R. H. Baldock

78-E

May 5, 1936.

Mr. J. M. Devers:

Attention Mr. DeSouza

Herewith agreement between the railroad and state for the Shady Overcrossing in Douglas County. I notice in Section 15, that water and gas lines are not specifically included in the utilities to which the state could grant permits across the Southern Pacific right of way.

This same question has come up on other agreements, and I do not believe that we have insisted upon the inclusion of such utilities. I am calling your attention to this with the thought that in this and future agreements, you might want to make the matter more specific.

Otherwise, I se no objection to the agreement.

G. S. Paxson

GSP:AP

cc R. H. Baldock

State Highway Engineer
NOTED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

April 16, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Works Program Grade Separation Project No. WPGH 78-E, concrete viaduct over S.P. Company's tracks on the Pacific Highway, near Green Station, to Mountain States Construction Co., Eugene, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H.LYNCH
District Engineer

Fron

FORM 9-K-1 1500 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

78-2

Const
Projects
grade crossing

April 2, 1936

Mr. O. S. Paxson
Acting Bridge Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

We have received notice from the Public Utilities Commissioner to the effect that the hearing on our application for an overcrossing at Shady Point south of Roseburg in Douglas County has been set for Monday, April 13, 1936, at 2:00 P. M., in the Douglas County Court House.

At the time of this hearing we should be prepared to submit testimony covering

(a) The nature of the highway, the traffic thereon, and the public necessity for the elimination of the grade crossing. This question of public necessity will involve traffic counts and hazard at the existing grade crossing;

(b) The type and design of the structure, with plans showing the same, with clearances, etc.

One witness would be sufficient for item (a) above and one witness for item (b). It possibly would be desirable to have Mr. Beakey present in order to testify as to safety factors at the existing grade crossing. It is requested that members of the department to whom copies of this letter are sent make such arrangements as may be necessary to have proper witnesses present, and advise us as to who these will be.

Yours very truly,

J. M. DEVERS

By JWDS
J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. E. A. Collier
Mr. John Beakey

78-E

April 1, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

With reference to the proposed Shady Overcrossing Project (WPGH 78-E), this will advise that it is the intention of the State Highway Commission to include the grading and paving of the revision in highway alignment of which the undercrossing is a part, in the next construction program for which funds become available, the expectation being that contracts for the work will be let before the end of the present year and that the completed revision will be ready for traffic before the end of summer in 1937.

The elimination of the Shady grade crossing has been an objective of the Highway Department for many years, and you may be assured that once the work is started, it will be carried to completion as speedily as possible.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

10-2

March 27, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Shady Overcrossing, Project No. WPGH 78-E.

Five bid proposals and five sets of blueprint plans are being sent under separate cover. We are, likewise, sending five blueprint copies of the project statement map for Project No. 78, which map has been revised to show the proposed alignment of the highway to connect with the new overcrossing structure. In addition, since it is proposed to construct the highway through the City of Roseburg on new alignment, the project has been extended at the north end to include this proposed improvement. It is planned to undertake this improvement with NRM Funds. The revised length of the project is 31.6 miles.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Works Program
Grade Separation
Project No. WPGH 78-E

SHADY OVERCROSSING ON THE
PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 27, 1936

520	cu. yds.	Excavation	$ 2.00	$ 1,040.00
50	cu. yds.	Excavation below plans	5.00	250.00
920	cu. yds.	Class "D" Concrete	24.00	22,080.00
182,000	lbs.	Metal Reinforcement	0.05	9,100.00
620	lin. ft.	Concrete Handrail	5.00	3,100.00
				$ 35,570.00

Work to be performed by Railway Company Forces

All Required	Moving and Reestablishing Signal System, Telegraph Lines and Construct Railway Guard Rails	$ 2,600.00

Subtotal	$ 38,170.00
10% Engr. & Cont.	3,817.00
Inspection (R.R. Co.)	400.00
	$ 42,387.00

Length of Structure .052 mile

WPGH Funds Requested..$ 42,387.00

Estimated Labor Required	14,000 man-hours
Cost of Labor	$ 11,500
Cost of Materials	$ 15,000

ESTIMATE OF COST OF MOVING AND REESTABLISHING SIGNAL AND TELEGRAPH LINES AND CONSTRUCT RAILWAY GUARD RAIL.

WORK TO BE PERFORMED BY SOUTHERN PACIFIC COMPANY FORCES.

	Labor	Materials	Total
Moving and Reestablishing Signal System	$ 231.00	$ 350.00	$ 581.00
Moving and Reestablishing Telegraph Lines	803.00	619.00	1,422.00
Construct Railway Guard Rails	88.00	514.00	602.00
Totals	$1,122.00	$1,483.00	$2,605.00
(Use)			$2,600.00

April 1, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon U. S. Works Program Grade Separation Project WPGH 78-B, The Shady Overcrossing on the Pacific Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

The length of the project is .056 mile instead of .052 mile. The correct figure should be used in submitting the project agreement estimate.

The stationing of the ends of the project is incorrectly shown on the title sheet. This stationing has been changed to conform to that shown on drawing No. 5891.

Concurrence in award will be withheld pending approval of the Works Program Grade Crossing program dated March 9, 1936.

Our recommendation for approval is subject to the State making provision for the construction of the approaches to this structure as soon as funds are available.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Hwy. Engineer

REFERRED TO
Wm Probert
By State Highway Engineer

FORM S-K-1 1500 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

Const
Projects
Grade Crossings

March 27, 1936

Mr. G. S. Paxson
Acting Bridge Engineer
Office

Dear Sir:

We have received a copy of the answer of Southern Pacific Company to our petition relative to the Shady Point overcrossing.

In this answer it is alleged that "collision walls should be provided between supporting columns adjacent to the railroad similar to those provided in connection with the overgrade crossing near Texum in Klamath County, Oregon".

Will you please advise us as to the position of the department on this matter so that we may file our reply to the answer of Southern Pacific Company?

Yours very truly,

J. M. DEVERS

By JWD

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock ✓

10-35-3M

S-2000

WPGH-78-E

Southern Pacific Company

PORTLAND, OREGON

E. L. KING,
SUPERINTENDENT

IN REPLY PLEASE REFER TO

March 25, 1936

RECEIVED
MAR 2[illegible] 193[illegible]

323-3

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

Confirming our phone conversation of the 24th in connection with the proposed overhead crossing near Green Station.

Attached is estimate of work to be performed under force account by the railroad in connection with this project.

Yours truly,

ELKing

W.A.R.
Use this estimate for Bureau set up
It is too high and we will try to cut down in field.

FORM 5-A-1 5M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Const
Projects
Grade crossings

March 24, 1936

IN REPLY PLEASE REFER TO FILE NO.

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: W. A. REEVES

Dear Sir:

Herewith I am sending a sketch map in compliance with your telephoned request, showing route of private road from the Pacific Highway in to the Mulkey place near the proposed Shady Overcrossing.

Also confirming conversation, please lengthen the crossing 10 feet on the southwest end so that the southwest end of the bridge will be at station 1315+85.81 instead of 1315+95.81. So far as I know the arrangement of columns in bents 3, 4, 5 and 6 is satisfactory and re-arrangement of columns in bents 1 and 2 will not effect conditions.

Very truly yours,

EAC

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AF

FORM 5-A-1 5M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

[illegible]
Projects
Grade Crossing

March 16, 1936

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Please send us one set of plans for the Shady Overcrossing. If the plans are not available please send the layout sheet which we understand has been prepared.

Very truly yours,

E. A. COLLIER
Division Engineer

By
C. D. Cannon
Office Engineer

cc. R. H. Baldock

CDC:AF

Const
Projects
Grade Crossings

February 25, 1936.

Mr. J. M. Devers

Herewith prints of the layout sheet showing the span arrangement, roadway width, clearance, diagram, angle of intersection between the railroad and the proposed highway and the stations both of highway and railroad track at the proposed Shady Overcrossing near Green Station on the Pacific Highway in Douglas County. The site of this proposed crossing is in the N. E. 1/4 of S. W. 1/4 of Section 11, Twp. 28 So., Range 6 W.

This structure is to be built from grade separation funds under Memorandum No. 6, and we expect to advertise it for the April letting.

The new route will divert all through traffic from the present grade crossing, but we will not be able to close the present grade crossing due to local needs.

Since this is an overcrossing, maintenance costs will be borne by the state. All work will be done under contract, with the exception of the necessary revisions to railroad, signal and Western Union telegraph lines, and for any watchmen, flagmen, etc., which the railroad considers necessary to safeguard their interests.

I would ask that you make application for a P.U.C. hearing.

NOTED
Highway Engineer

G. S. Paxson

GSP:AP
Attached

cc R. H. B.

FORM S-A-1 5M 1-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

February 11th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

$85,000 from E.R.A. Funds has been appropriated for the Roseburg project, and $40,000 of excess Grade Separation Funds has been allotted to the Shady Overcrossing. You may submit plans and specifications for these projects as soon as convenient and advise as soon as you have the data available as to whether this will be sufficient to complete the Roseburg project, and if not, how much it will be able to do.

It is of course understood that the funds for the Shady Overcrossing will merely build the crossing structure itself and that further funds will have to be allotted to the grading at some future time.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 8-A-1 8M 8-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Nov. 16, 1935

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Dan Rogers, experienced miner, Box 257 Myrtle Point, has completed prospecting the cut on the east side of the railroad at the proposed Green overcrossing south of Roseburg.

He ran in a coyote hole 105 feet at grade which showed rather soft shale all the way. This reached to within about 100 feet of the back of the proposed cut. We then had him sink a shaft near the back of the cut 31.5 feet deep and he drilled 9 feet beyond the bottom of the shaft - total 40 feet. The cut at this point will be 45 feet deep. In this shaft he struck conglomerate near the surface and limestone towards the bottom.

I believe all the material in the cut will make satisfactory fill; that it will be necessary to shoot some of it and that it will shoot up pretty fine; that the harder part at least would be suitable for rock topping and that only a thin layer of gravel will be necessary to smooth up and fine grade.

The cost of the prospect tunnel was $5.00 per foot and of the shaft $6.00 per foot. Not counting in either instance the distance prospected beyond the end by drill holes.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

FORM 8-A-1 18184 5M 1-35

COMMISSIONERS

LESLIE M. SCOTT, CHAIRMAN, PORTLAND

CARL G. WASHBURNE, EUGENE

E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK

STATE HIGHWAY ENGINEER

SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

18-3

August 2, 1935

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Is it probable that the Green overcrossing project will be put on this year. So far I have not started the coyote hole to prospect the material and if it is improbable that this project will be put on I think we might let the coyote hole rest.

If it appears probable that this project will be put on please return at your early convenience the cross sections on the north side of the railroad crossing in order that we may plan the coyote prospect hole to best disclose the material in the cut. If it is desirable to hold the cross sections in the Salem office, please lay out the coyote hole and send us a sketch.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

FORM 9-A-1 19184 5M 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

78

Const Culverts

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

X

OREGON STATE HIGHWAY COMMISSION
SALEM

May 27, 1935.

IN REPLY PLEASE REFER TO FILE NO.

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

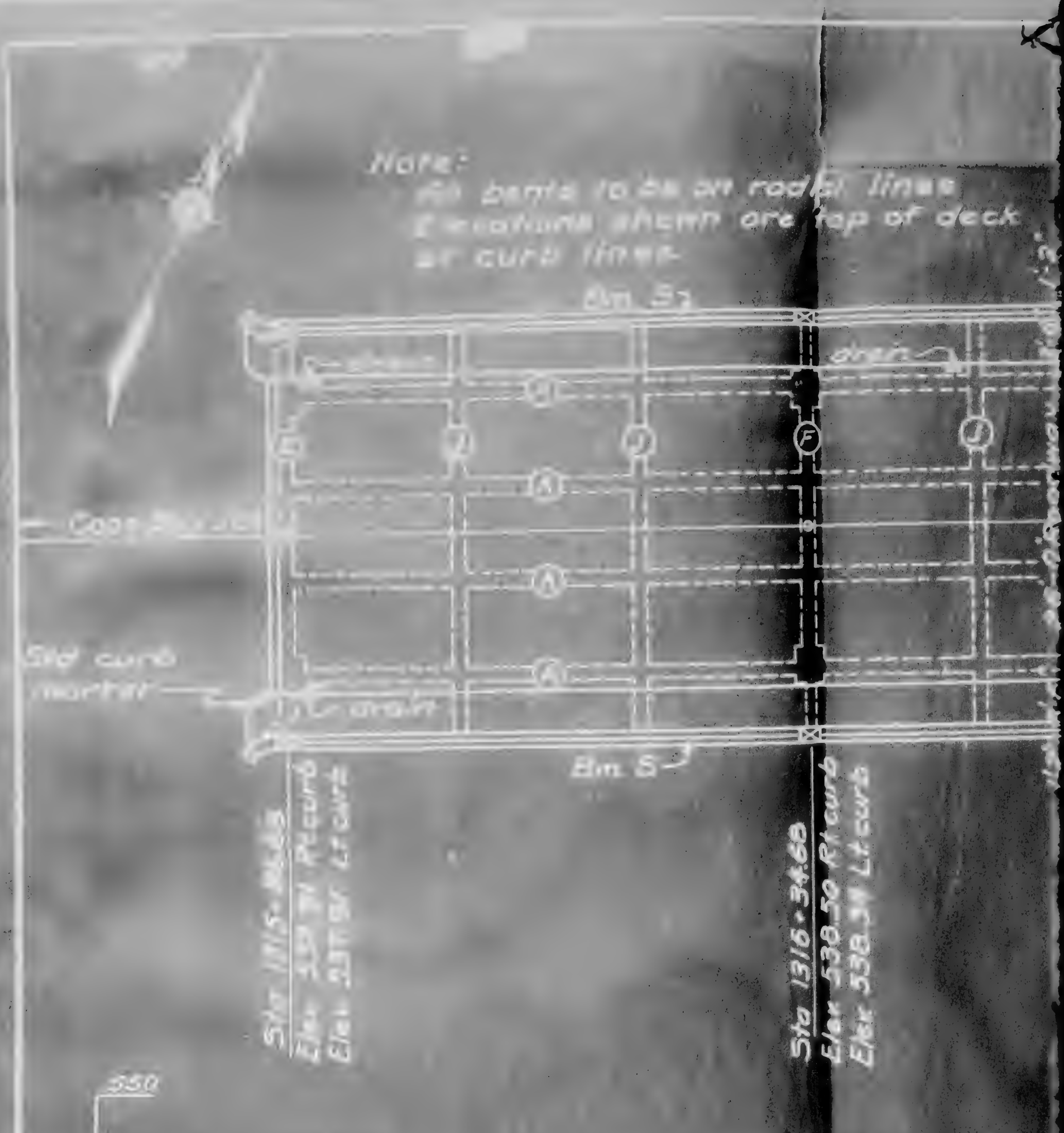
Herewith Bridge Construction Survey Data Sheets, Form 61, for two box culverts to be constructed at stations 1335 and 1364 on the Shady Crossing-Kelly's Corner Section of the Pacific Highway.

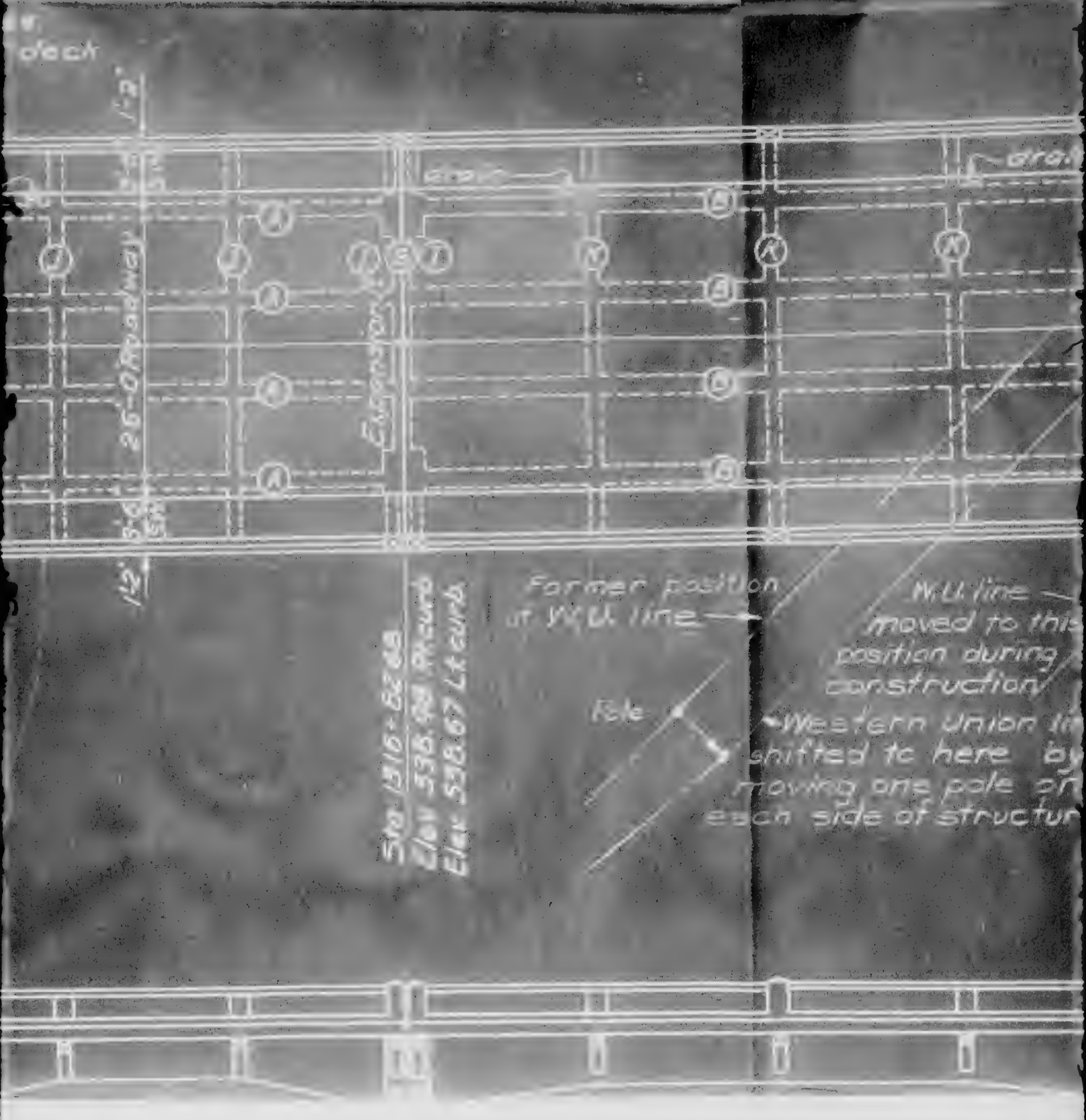
The vicinity map for the first culvert was submitted to your office with other survey data Saturday. The culvert at 1364 is at right angles and it is thought sufficient data is shown on the profile and platted cross section sheets to make design.

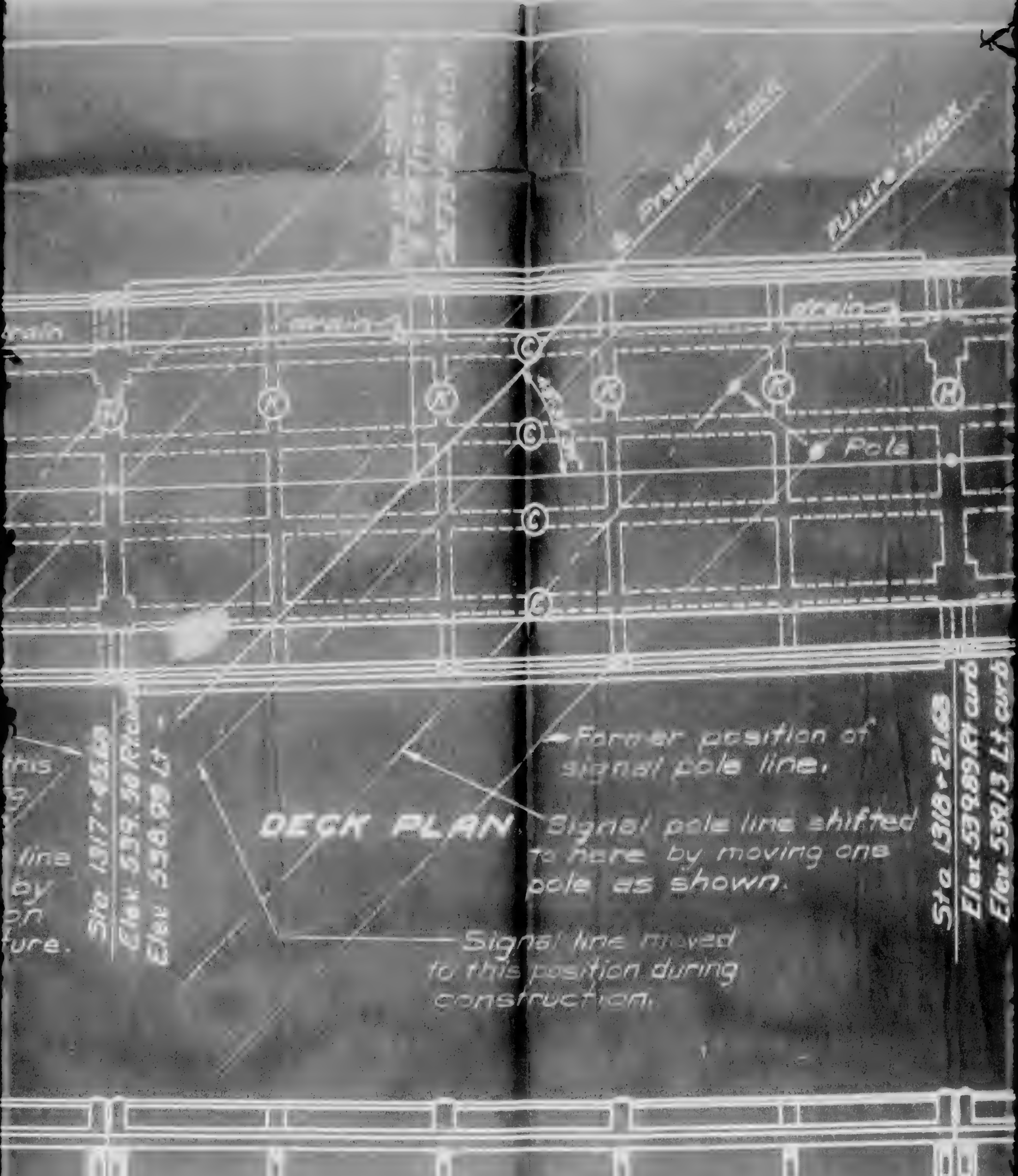
Very truly yours,

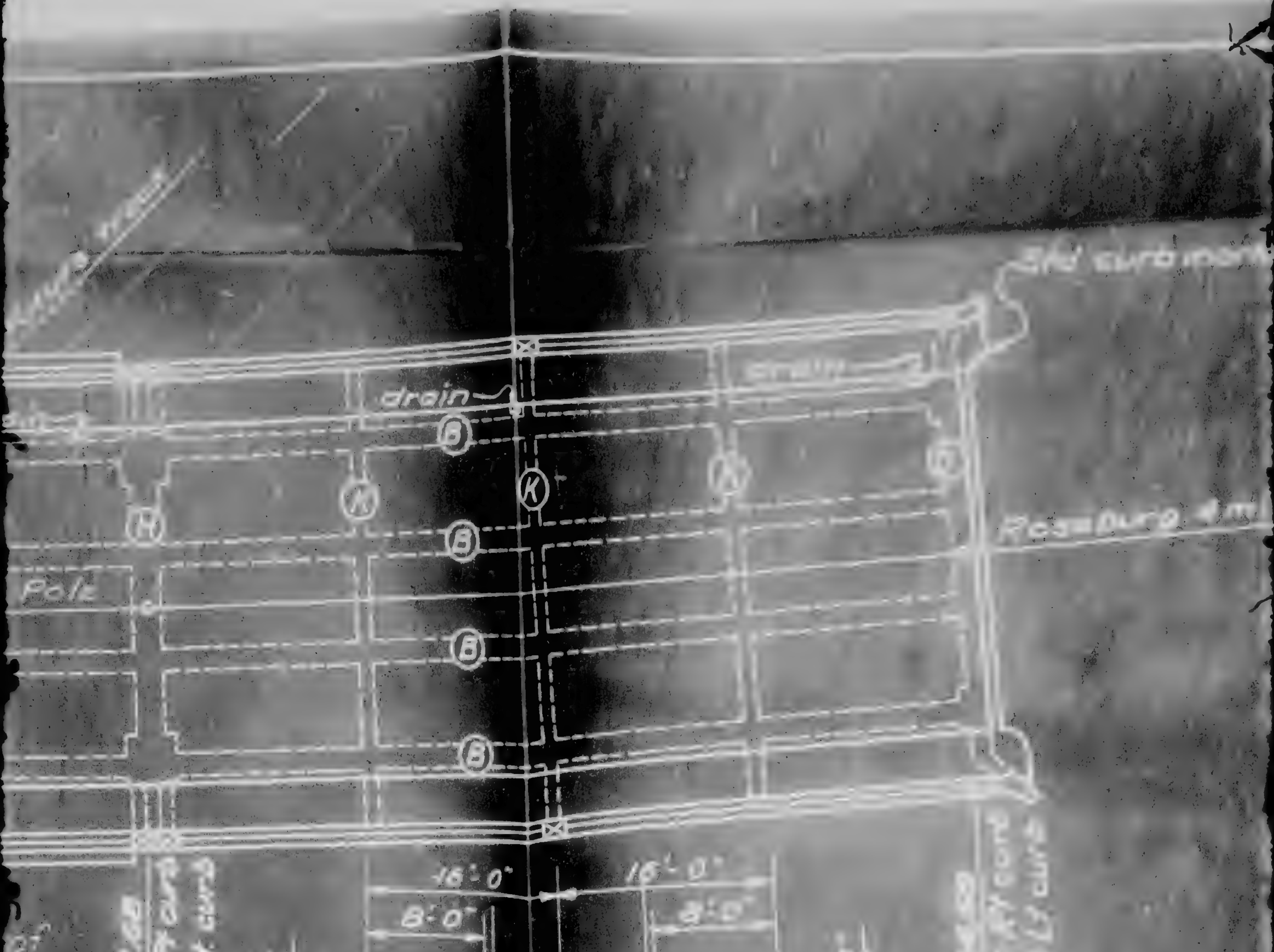
E. A. COLLIER
Division Engineer

cc. R. H. Baldock
EAC:AWF

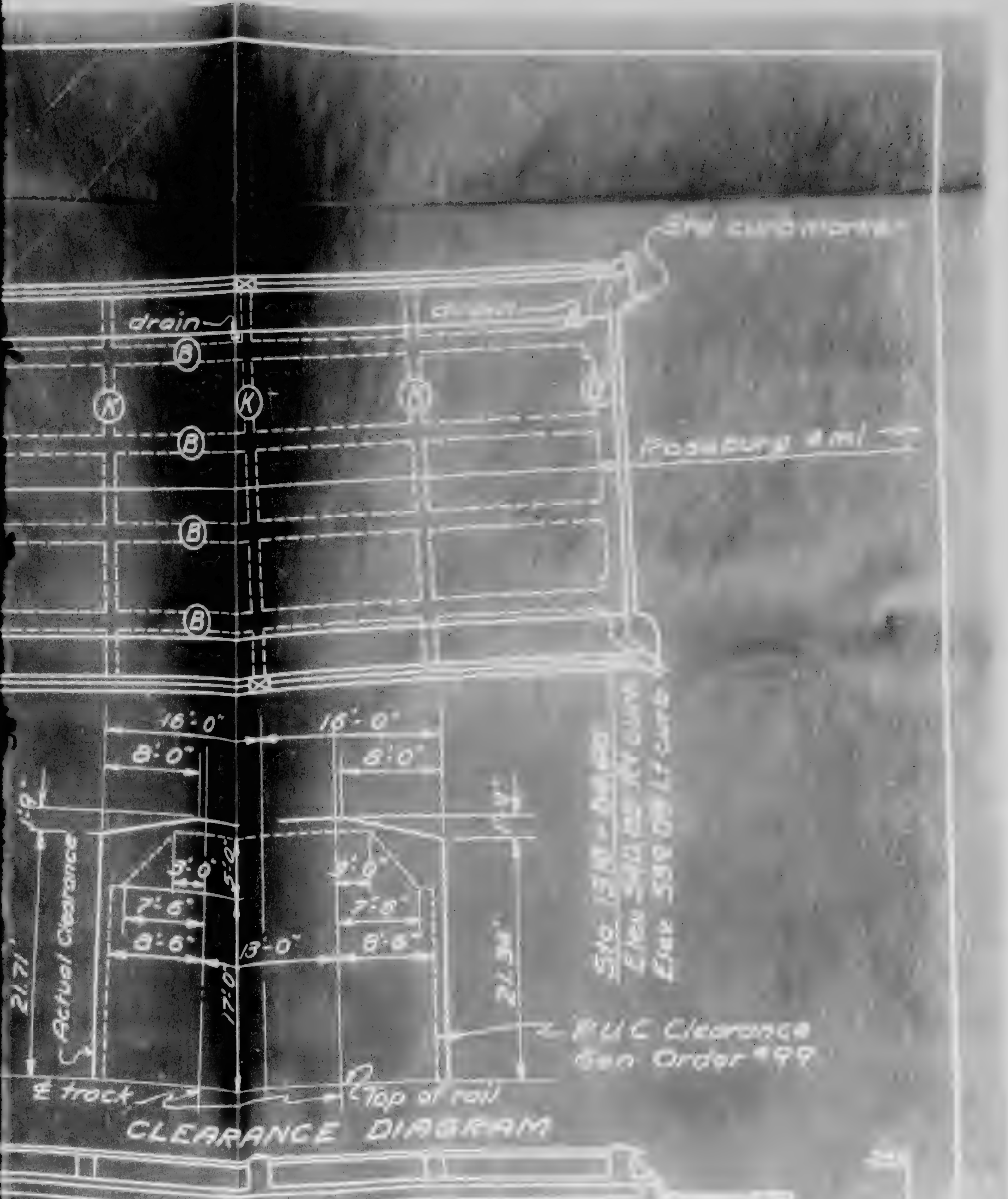

Note:
All bents to be on radial lines
Elevations shown are top of deck
at curb lines
Bm S1
drain
drain
J
J
F
J
A
A
A
Conc. Rail
Std curb marker
drain
Bm S
Sta 1315+86.65
Elev 539.91 Rt curb
Elev 538.91 Lt curb
Sta 1316+34.68
Elev 538.50 Rt curb
Elev 538.34 Lt curb
550
540


deck
1'-2"
5'-0"
5'-1"
26'-0" Roadway
5'-0"
5'-1"
1'-2"
drain
drain
A
A
A
A
B
B
B
B
J
J
J
J
S
K
K
K
Expansion
Sta 1316+62.68
Elev 538.98 Rt curb
Elev 538.67 Lt curb
Former position of W.U. line
W.U. line moved to this position during construction
Pole
Western Union li shifted to here by moving one pole on each side of structur

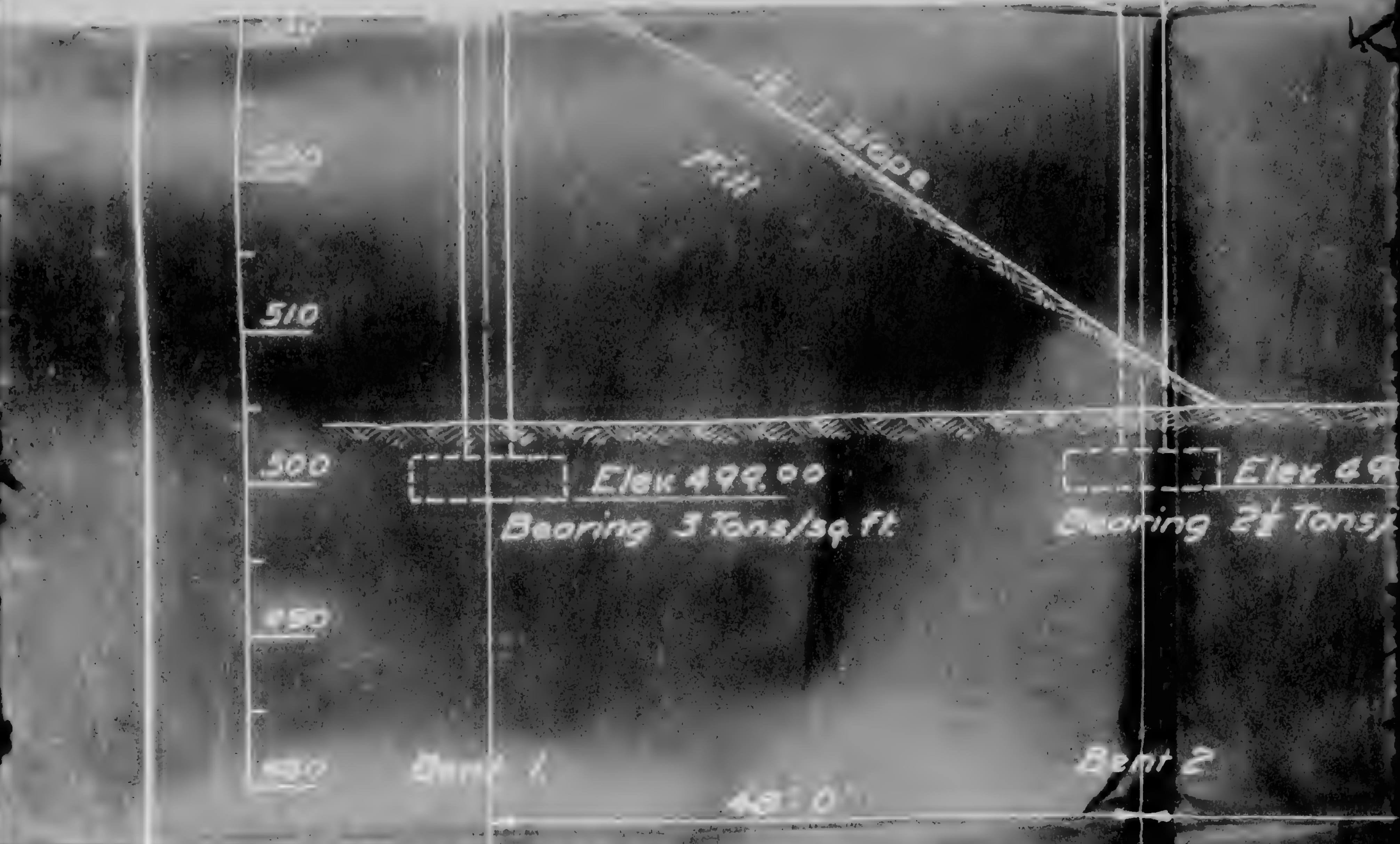

Present Track
Future Track
drain
drain
drain
C
C
C
C
K
K
K
K
H
H
Pole
Sta 1317+45.60
Elev 539.36 Rt.
Elev 538.95 Lt.
this
line
by
on
ture.
DECK PLAN
Former position of signal pole line.
Signal pole line shifted to here by moving one pole as shown.
Signal line moved to this position during construction.
Sta 1318+21.63
Elev 539.89 Rt. curb
Elev 539.13 Lt. curb



Std. curb mon
drain
drain
B
K
H
Pole
Roseburg
Sta. 1318+21.68
Elev. 539.89 Rt curb
Elev. 539.13 Lt curb
16'-0"
16'-0"
8'-0"
8'-0"
1'-8"
1'-8"
5'-0"
8'-0"
8'-0"
7'-6"
7'-6"
8'-6"
8'-6"
13'-0"
17'-0"
21'-7½"
Actual Clearance
P.U.C. Clearance Gen. Order #99
℄ track
Top of rail
CLEARANCE DIAGRAM


Std curb marker
drain
drain
B
K
Possums #m/
16'-0"
16'-0"
8'-0"
8'-0"
1'-9"
3'-0"
3'-0"
5'-0"
7'-6"
7'-6"
8'-6"
8'-6"
13'-0"
17'-0"
21.71'
Actual Clearance
21.38'
P.U.C. Clearance
Gen. Order #99
℄ track
Top of rail

CLEARANCE DIAGRAM


520
510
500
490
480
Fill
Slope
Elev. 499.00
Bearing 3 Tons/sq. ft.
Elev. 49
Bearing 2½ Tons/
Bent 1
Bent 2
48'-0"

GENERAL NOTES:

All concrete shall be class "D" mix, with a minimu 3000#/□" at 28 days, (allowable stress = 900#/□"), ex which shall be as shown on Dwg. No. 4210.

All exposed corners shall have ¾" bevel unless otherwise.

All reinforcing steel shall be deformed bars in fs=18000#/□", placed 2" clear from nearest face of conc noted or shown otherwise.

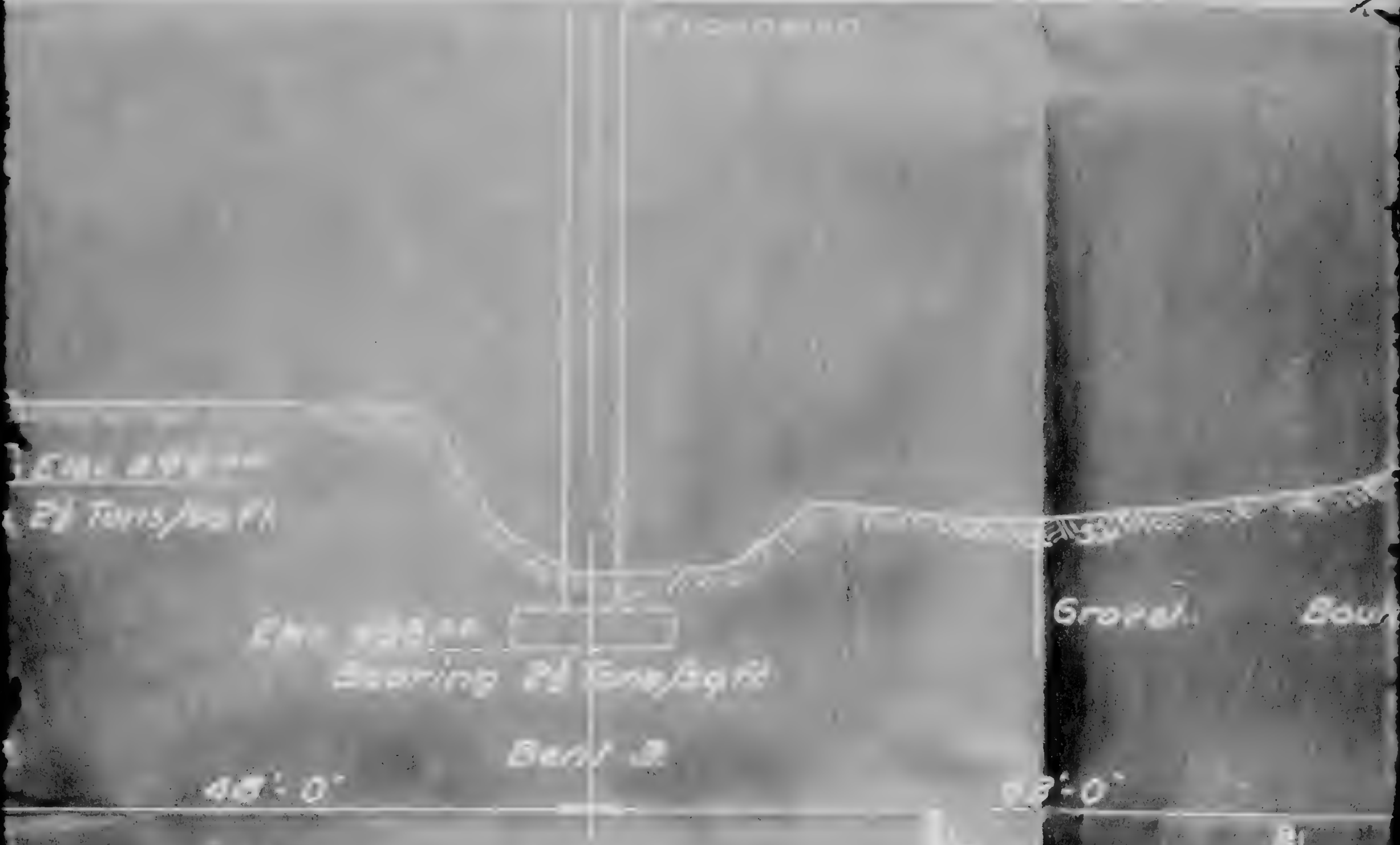
Footing elevations may be varied at the discr in order to secure suitable foundations.

Shear keys shall be used at all construction joints

No forms supporting beams in any span shall be beams and slabs have been poured at least 28

Bridge designed for H-15 loading.

All materials and workmanship shall conform for bridges of the Oregon State Highway Comm


Elev. 899.00
2½ Tons/Sq.Ft.
Elev. 898.00
Bearing 2½ Tons/Sq.Ft.
Bent 2
48'-0"
Gravel
Bou
98'-0"

g minimum strength of
#/☐"), except handrail

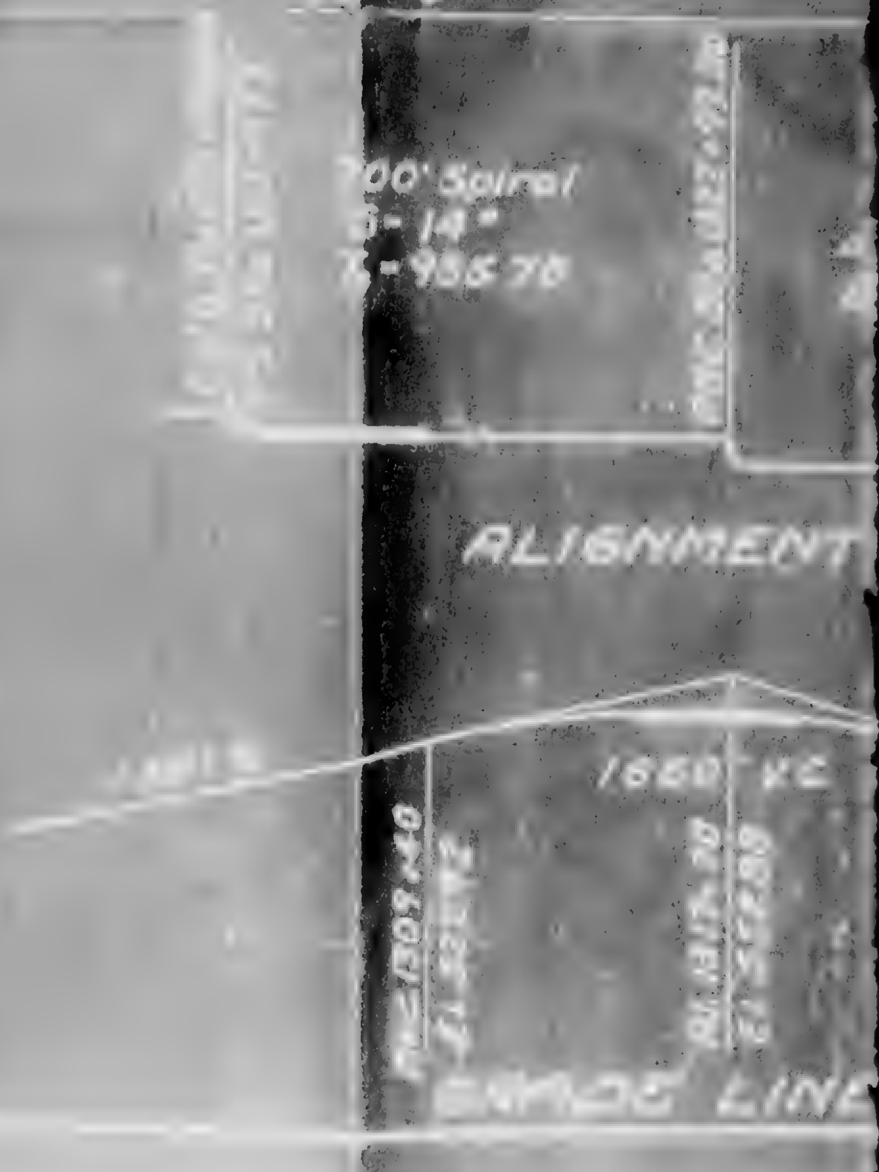
d unless noted or shown

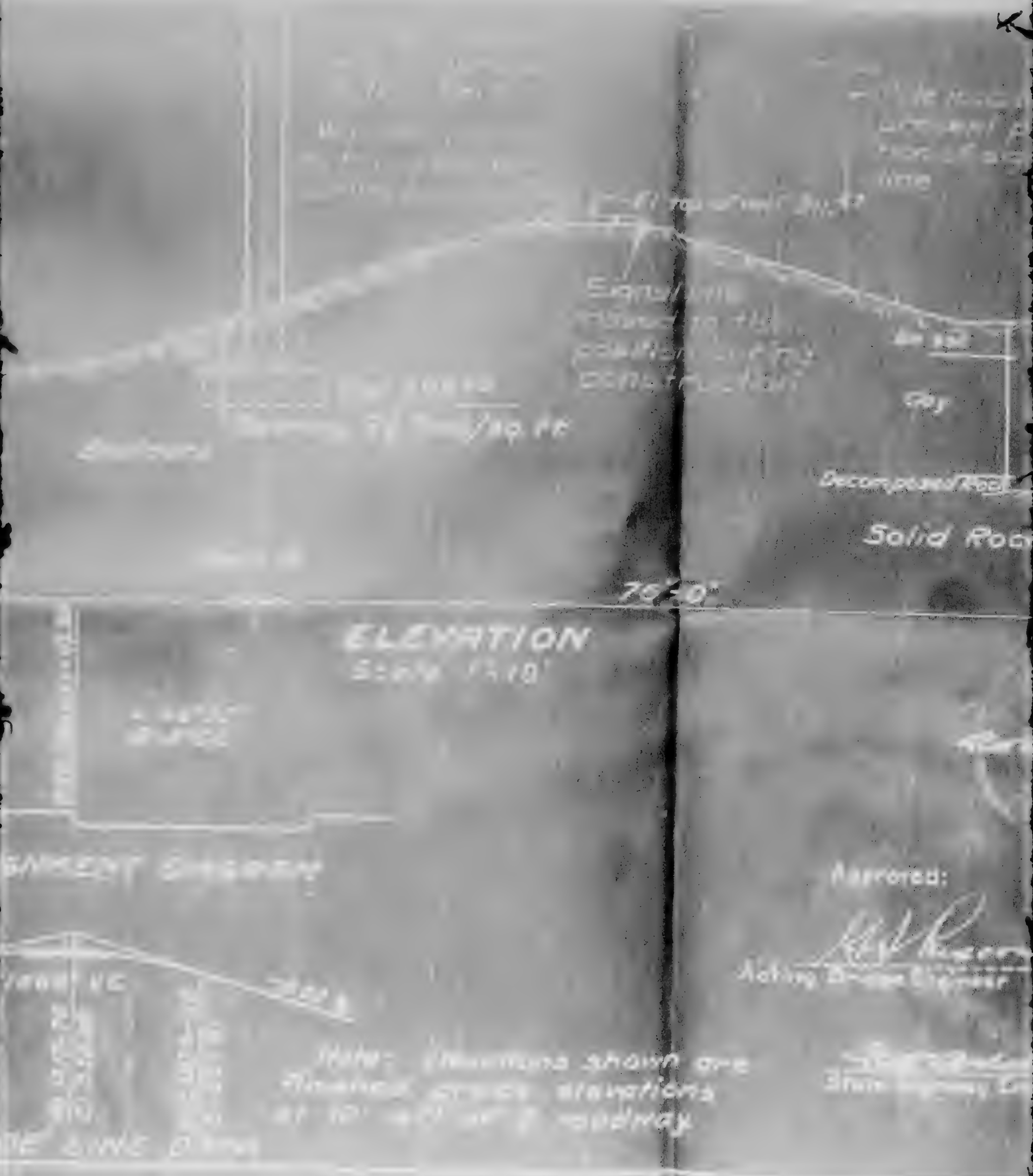
bars intermediate grade,
s of concrete, except where

the discretion of the engineer

n joints between beams and slab.
shall be removed until at
east 28 days.

conform to the specifications
ay Commission.


700' Spiral
θ - 14°
R - 955.70
ALIGNMENT
1660' V.C.
P.C. 1309+40
P.I. 1317+70
GRADE LINE


Decomposed Rock
Solid Roc
Clay
76'-0"

ELEVATION

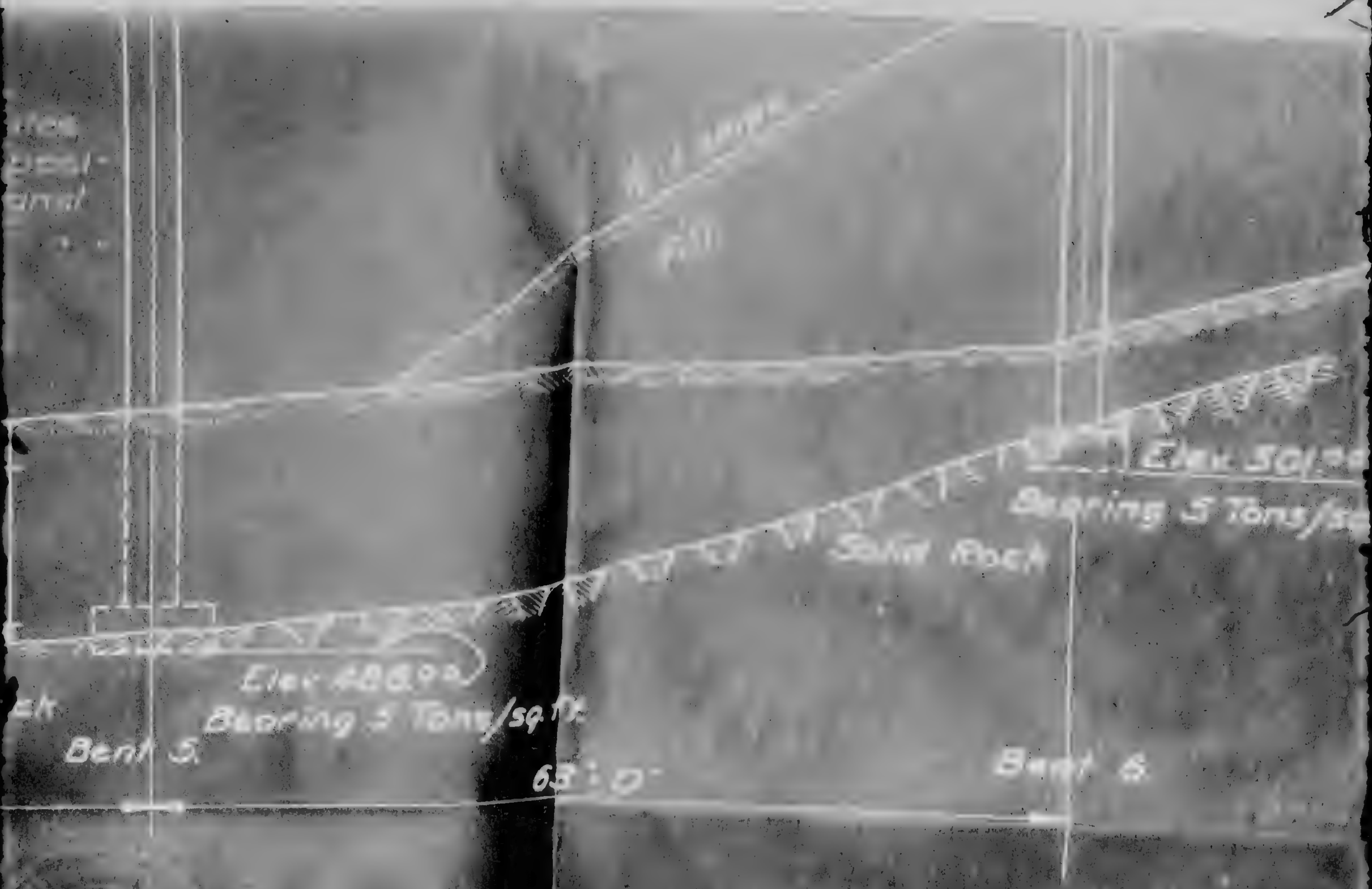
Scale 1"=10'

Note: Elevations shown are finished grade elevations at 10' left of ℄ roadway

Approved:

Acting Bridge Engineer

State Highway E


Fill
Elev. 488.9
Bearing 5 Tons/sq. ft.
Bent 5.
63'-0"
Solid Rock
Elev. 50
Bearing 5 Tons/s
Bent 6.

Engineer

OREGON
STATE HIGHWAY COMMISSION

SHADY OVERCROSSING

OVER

S.P.R.R. TRACKS – DOUGLAS CO.

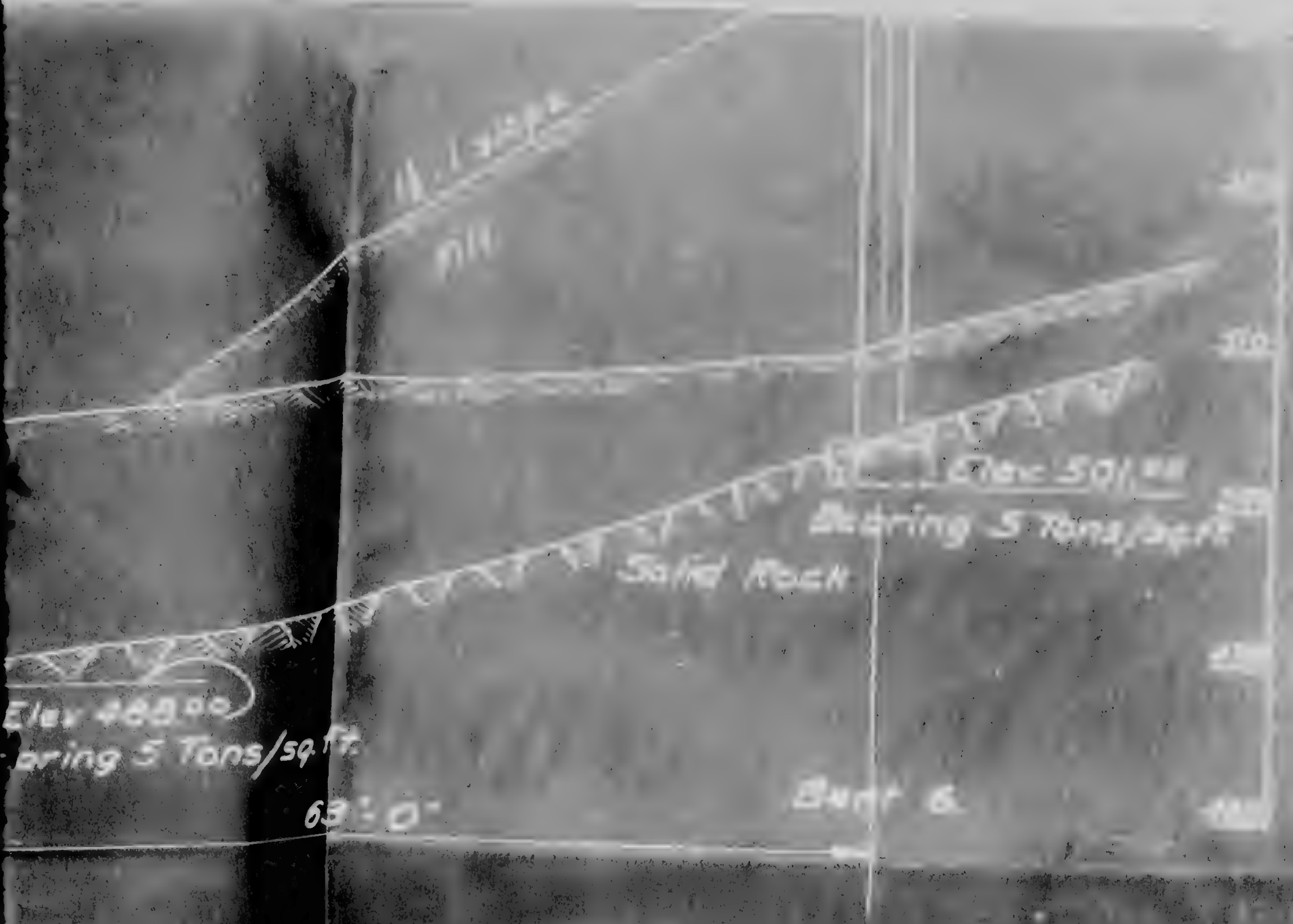
ON

PACIFIC HIGHWAY

PLAN AND ELEVATION

SCALE AS NOTED	DRAWN BY M.A.L.	SHEET 1 OF 6.
JUNE 15, 1935.	TRACED BY C.H.R.	BRIDGE NO. 4173
CALC. BK. NO. 149.	CHECKED BY	DRAWING NO. 55

ACCOMPANIED BY DWGS. 4210, 5592, 5593, 5594, 5595.


1½:1 slope
Fill
Elev 501.88
Bearing 5 Tons/sq.ft.
Solid Rock
Elev 468.00
Bearing 5 Tons/sq.ft.
63'-0"
Bent 6.
510
500
490
480

OREGON
STATE HIGHWAY COMMISSION

SHADY OVERCROSSING

OVER

S.P.R.R. TRACKS–DOUGLAS CO.

ON

PACIFIC HIGHWAY
PLAN AND ELEVATION

SCALE AS NOTED DRAWN BY MALL SHEET 1 OF 6
JUNE 15, 1935. TRACED BY C.H.P. BRIDGE NO. 2173
CALC. BK. NO. 149. CHECKED BY DRAWING NO. 5581

ACCOMPANIED BY DWGS. 4210, 5582, 5583, 5584, 5585

CONTRACT#1848, 1849

197-C Madras Overcrossing Sec. 1936
1848
1849

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED SEP 10 1938 FOR FILING

Current Project Summary

T77-2

September 6th
1938

RECEIVED SEP 7 - 1938 STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Please forward to this office as soon as conveniently possible, two (2) prints of the sketch map of the AGENCY PLAINS-MADRAS section, Warm Springs Secondary Highway, which accompanied the data submitted in connection with the proposed surfacing and oiling project.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓

9-8-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 23 1938
FOR FILING
Const
Projects
[illegible]

August 20th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We are forwarding you herewith the following data pertaining to the proposed surfacing and oiling and rock production project on the Warm Springs Secondary Highway, AGENCY PLAINS-MADRAS section:

2	Copies, Special Provisions
3	Copies, Engineer's Estimate
1	Sketch Map (tracing cloth) Scale 2" = 1 mile
1	Standard Sketch Map, Quarry Site
1	Property Description
1	Statement of Information
1	Request for Authority to Open Negotiations, 24.7 acres in Quarry
3	Copies, Statement of Source of Materials and Stockpile Sites.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓

VOTE
C.A. McCullough

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUL 28 1938
FOR FILING

STATE HIGHWAY COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Const
Projects
[illegible]

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

July 25th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In accordance with your request of the 16th instant we are submitting herewith Engineer's Estimate, together with sketch map of the proposed surfacing and oiling project on the Warm Springs Secondary Highway, AGENCY PLAINS-MADRAS section, 6.83 miles:

Preliminary Engineering	$ 200.00
Right of Way	400.00
Construction Costs	61,801.00
Construction Engineering	6,180.10
Total	$ 68,481.10

At the present time we are considering the acquisition and use of a quarry site located as outlined on the sketch map, about one-quarter of a mile south of Mile Post 37.5. It is anticipated that the contractor will spend approximately $1,000.00 in constructing a hauling road.

In regard to the location map of the project, the only thing we have available is a blue print of Drawing 5-B-1-16. We would like to recommend that you secure a copy of this in the Salem Office or the original detail map, which is also in Salem.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

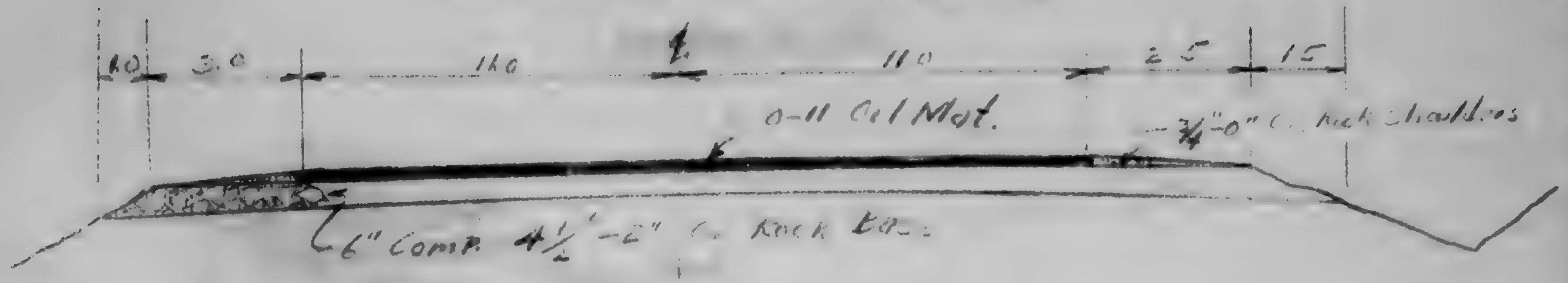
cc-Mr. R. H. Baldock

Encls.

AGENCY PLAINS MADRAS SURFACING ESTIMATE

6.83 Miles

From Station 1+54 to Station 364+03.2


1.0
3.0
11.0
℄
11.0
2.5
1.5
0-11 Oil Mat.
3/4"-0" Cr. Rock Shoulders
6" Comp. 4½"-2" Cr. Rock Base

4½" - 2" Crushed Rock Base	19,000	cu. yds.	@	1.25	23,750.00
3/4" - 0" " " " Keyed Shoulders	9,800	cu. yd.	@	1.40	13,720.00
Preparation of Base	6.83	Miles	@	150.00	1,024.50
Sprinkling	1,200	M-Gal.	@	1.50	1,800.00
Min. Aggregate in Place	4,885	cu. yds.	@	2.40	11,724.00
SC-6 Road Oil in Place	455	Tons	@	21.50	9,782.50
					$ 61,801.00
Engineering & Contingencies					6,180.10
					67,981.10

Road Oil Cost.	$ 6.50	@ Bay Dist.
	8.20	Freight to Madras
	2.75	Hauling & Loading & Spreading
	.50	Traffic Service
	.20	Average 3 miles haul
	.25	Traffic Service
	2.75	Contractor 15%
	21.15	

5 - B - 1 - 16 — 100' = 1" R/W Map.

197-C

December 31, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of requests for reduction of amount of Federal Funds for WPGH Projects 78-E, 171-A and 262-A and WPGS Projects 50-A, 197-C, 254-A and 266-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

FORM 9-A-1 5M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 19 1937

197-C

August 18th, 1937

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

Sometime ago we sent the detail map of the Agency-Madras Section of the Warm Springs Secondary Highway to the field in order that the constructed line data might be placed thereon. To date we have no record of the map being returned.

Will you please have this completed and sent in as soon as possible in order that our records may be complete.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

#1849

RECEIVED
AUG 6 1937
FOR FILING
197-C

August 6, 1937

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1849 for the construction of the Agency Plains-Madras Section of the Warm Springs Highway in Jefferson County, has been completed by the contractor, James Crick, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 16, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $68,740.90, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict, by J. McFarland.

RECEIVED
JUL 12 1937
FOR FILING
197-2

July 12, 1937

Mr. S. F. Walters
Resident Highway Engineer
Burns, Oregon

Dear Sir:

In returning the final contract data on the Agency Plains-Madras job, you failed to include the estimate showing corrections. Please mail this immediately in order to avoid delay in the payment of the final estimate.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by L. E. Parsons/ER

cc J. W. McCallister

Form 5-B-1 1500 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

June 30, 1937

1937
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Herewith semi-final estimate on the Agency Plains-Madras project, Contract No. 1849, also a claim filed by James Crick.

Some time ago I went over this construction job with Mr. Crick and Resident Engineer Samuel F. Walters. It is my opinion that all work on this project has been amply paid for and I do not believe Mr. Crick has a legitimate claim. We paid him considerable more for rounding slopes than was in the original contract and I am sure we have paid him for all rounding slopes that could be paid for under the contract specifications. The final estimate for rounding slopes amounts to $1307, and his claim is for $1351.44. It is the opinion of Mr. Walters and myself that this payroll without a doubt, covers work that could not be defined as rounding slopes but covers ordinary trimming slopes that is required in all grading contracts.

We went over quite carefully the division of haul delivered at the overhead structure and Mr. Walters reviewed his notes to find out if there was a possibility of having overlooked the proper division point between haul breaks, he found 1600 yards embankment quantities which should be paid for, this of course subject to final check in the Salem office. Outside of this one point I can see no legitimate claim for the contractor.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

wec/e
encl.
cc Mr. R. H. Baldock ✓

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. [illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
APR 21 1937
FOR FILING

197-C

April 17th
1937

RECEIVED
APR 20 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Mr. Samuel F. Walters and myself went over the Warm Springs Agency Plains, Contract No. 1849, with Mr. James Crick who had two claims:

1. A claim for rounding slopes, and

2. A claim near the overhead crossing where material was paid for in embankment joined with material that was paid from excavation.

There were some changes made in the original plan for hauling the material to suit the contractor and he thinks that there may have been something wrong in the way the figuring was done. We went over it carefully on the ground but with a casual examination without the field notes, it could not be very definitely determined. Therefore, Mr. Walters is going to make a further check of this part of the work and I am sure we will be able to show Mr. Crick that the quantities are correct.

Now, regarding rounding slopes, I could not agree with the contractor but I did agree to take you over the job on your next trip and to give you the arguments of both sides. Whatever you decided to do would be satisfactory to him.

Very truly yours,

WM: E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock

FORM S-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAR 29 1937
FOR FILING

177-C

March 27th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

James Crick, contractor on the Agency Plains-Madras Section reports that he has never received pay for considerable rounding of slopes on borrow pits which he made an agreement to do as an extra work item.

He states that Resident Engineer Walters definitely ordered this work done during his absence, and that the superintendent delayed doing the work until Mr. Crick himself could go over it personally with Mr. Walters, which was done, and he was instructed to proceed with the work. He states that afterwards Walters denied ordering the work done and refused to pay for it.

If this work was ordered done by the Resident Engineer, I see no reason to refuse payment even though it was not officially authorized, as Crick could claim the full bid price for rounding cutbanks if it be not paid as a Force Account item. Therefore, please investigate the matter and submit the necessary authority unless you find valid reasons to the contrary.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 5-B-1 1500 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, [illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAR 4 1937
FOR FILING

March 2, 1937

197-C

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

NOTED

Dear Sir:

I am forwarding you herewith a copy of a communication received from Resident Engineer, S. F. Walters, regarding the 100' = 1" hard copy detail map of the Agency Plains-Madras job.

You will note that this map is not in his possession and I am unable to locate same among the records in this office. If you can locate this map among your files and will forward same to this office we will have Mr. Walters bring it up to date for the final constructed line.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

Encl.
cc - R. H. Baldock ✓

FORM 8-8-1 1500 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. [illegible]CH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. G[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
MAR 1 1937
FOR FILING

197-C

February 25th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In reply to yours of the 23rd inst., regarding the final records on the Agency Plains-Madras section.

This is to advise that the original 100' = 1" hard copy detail map of this section is now in the possession of Resident Engineer, S. F. Walters.

For your information I am sending you herewith a copy of a letter mailed from this office on February 18th addressed to Mr. Walters, a copy of which was sent to your office, in which we requested Mr. Walters to bring the Agency Plains-Madras section, Prefix 116-1006 up to date, changing the title to "Constructed Line" and upon completion to forward the same, through this office, to you.

The following is a list of survey data received from the above mentioned Resident Engineer which is temporarily held at this office:

Location Map - Scale 1" = 400' Bear Springs to Deschutes River. Ownership map.

Profile - Weaver's Location, Mill Creek to Shitike Creek.

Profile - Weaver's Location, Shitike Creek to Deschutes River.

2 Projected Profiles - The Dalles Dock Lines.

Mass Diagram - Location - Cooper's Revision - Station 1320 to Station 1546.

It was our intention to keep this data in the fireproof vaults in this office. However, if you so desire we will forward the above listed data to you at once.

NOTED
State Highway Engineer

The following is a list of maps now in possession of Resident Engineer, Walters:

Location Map - Deschutes River to Madras. 100' = 1"
Adopted Location.

Location Map - 1" = 100' - Madras-Agency Plains.
Willow Creek Line. Abandoned.

Location Map - 1" = 100' Madras-Deschutes River.
Campbell Grade Line. Abandoned.

Location Map - 1" = 400' - Madras-Deschutes River.
Showing all lines.

Please advise if you wish to call in this data.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc - Mr. R. H. Baldock ✓
Mr. S. F. Walters

#1849

RECEIVED
FEB 25 1937
FOR FILING

197-e

February 25, 1937

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to James Crick on Contract No. 1849, Agency Plains-Madras Section of the Warm Springs Highway in Jefferson County. This payment will be made on or after March 6, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 25 1937
FOR FILE

177-

February 23rd, 1937

NOTED
[illegible] Highway Engineer

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

Some months ago we furnished you blue prints of the Agency Plains-Madras Section showing the right of way required. Since then we have been unable to locate the 100-ft. tracing, and it is thought that possibly it had been inadvertently sent to you. If you have the tracing, will you please return it as it belongs to the permanent records.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock

FORM 8-5-1 1500 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

February 18th
1937

NOTED
Maintenance Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Under separate cover we are forwarding you, this date, the following data pertaining to the semi-final estimate on the Agency Plains-Madras Section of the Warm Springs Highway, Prefix #116-1006, State and W.P.O.S.197-C, James Crick, Contractor:

4	Copies of Estimate
5	Copies Quantity Summaries
1	Profile (Tracing Cloth)
1	Mass Diagram (Hard Copy)
1	Book of Cross Section Notes
1	Book of Transit Notes
1	Book Computation Sheets
4	Books Gravel Ticket, Duplicates
2	Books of Plotted Cross Sections
4	Pictures
2	Letters Re: Haul to Bridge Approach
4	Letters of Explanation, Overruns and Underruns
1	Blue Print Map, Scale 1" = 100' Located Line
5	Copies, Statement of Employment, Materials and Equipment Purchased, to accompany final voucher.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f
Encl.

cc-Mr. R. H. Baldock
Mr. J. W. McCallister

Form 333—5M—12-36

197-C

[illegible]ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Feb. 13, 1937, 193

Section Agency Plains-Madras

Kind of work Grading

Highway Warm Springs

Section prefix 116-1006

Contractor James Crick

Contract number 1849

Date of contract April 16, 1936, 193

Date of completion Dec. 31, 1936, 193

Date work started June 3, 1936, 193

Estimated date of completion Oct. 30, 1936, 193

Amount of contract $67,285.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . $

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $3870.90, 5.75 %

Date project was completed Oct. 30, 1936, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

FINAL REPORT.

Semi-Final Estimate Completed. Records shipped to Bend Division office.

Signed Samuel F Walters

Address Box 305, Burns, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 6-9-1 1500 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
DEC 4 1936

IN REPLY PLEASE REFER TO FILE NO.

December 1st
1936

197-C

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

Again referring to your letter of November 24th concerning authority for additional expenditures on the Agency Plains-Madras Section of the Warm Springs Highway, wish to advise that I am attaching hereto corrected authority.

The authority previously sent to you called for $2700.00 additional authority, while $2000.00 is all that is required and will be sufficient to complete the project.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

Encl.

FORM 5-A-1 5M 7-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
DEC 1
FILING
177-e

November 30, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler,
Division Engineer,
Bend, Ore.

Dear Sir:

As requested we are returning the authorization for Additional Expenditure on the Agency Plains-Madras Section of the Warm Springs Highway.

Our records show the original price agreement covering 1000 cu.yds. from Gateway Pit at $1.75 = $1750.00 and 2000 from the Willow Creek Pit at 60 ¢ = $1200.00 or total of $2950.00.

The approval of this price agreement authorized an additional expenditure not to exceed $2000.00.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock ✓

NOTED
State Highway Engineer

FORM 3-91 1500 2-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

197-e

November 28th
1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Referring to your letter of November 24th concerning additional expenditure for the Agency Plains-Madras Section of the Warm Springs Highway, there is something entirely wrong with the request for additional expenditures as with the $2000 authorized and approved in the price agreement of October 19th will make sufficient money to entirely cover all work on this section. That is, no additional money will be required and the price agreement which amounts to $2950. is not overrun as the final estimate is $2926.25.

I would like to have you return this expenditure request so that it may be straightened out.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

FORM 5-A-1 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

197-e

November 24th, 1936

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

I am in receipt of your Authority for Additional Expenditure for the Agency Plains-Madras Section of the Warm Springs Highway, from which it is apparent that the yardage of pit run gravel greatly exceeded the amount called for in the Price Agreement.

I talked to you concerning this order over the telephone, and you agreed to reduce it by a considerable amount; whereas, it would seem that it has been increased.

I wish to call your attention to the necessity of abiding by the amount called for in Price Agreements, which calls for overruns, as the order is only approved for the definite amount requested.

Will you kindly clarify my understanding of this Authority for Additional Expenditure and explain the reason for the overruns.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
DEC 4 1936
FOR FILING

IN YOUR REPLY PLEASE
REFER TO FILE NO. 197-C

November 14, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPGS Project No. 197-C, Madras Overcrossing of the Union Pacific Railway, Warm Springs Highway, Jefferson County, was made by a representative of this office on October 30, 1936.

To clear the file we need three copies of the construction agreement with the railway company prior to recommendation of the final voucher, prompt submission of which is requested.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

#1848

RECEIVED
NOV 2 1936
FOR FILING

197-C

November 2, 1936

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 1848 for the construction of a viaduct over the Union Pacific Company tracks on the Warm Springs Highway in Jefferson County near Madras, has been completed by the contractors, McNutt Bros., and that final settlement will be made by the State with said contractors for work done under said contract on or after November 12, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existance of any claims, debtsm dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $15,961.86, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1848

197-e

x

RECEIVED
OCT 29 1936
FOR FILING

October 28, 1936

Mr. S. Murray,
Resident Engineer,
Union Pacific Railroad Company,
Pittock Block,
Portland, Oregon.

Dear Sir:

In response to your inquiry of October 27th you are advised that the McNutt Bros. contract No. 1848, construction of viaduct over Union Pacific Tracks near Madras in Jefferson County, was completed September 30, 1936. This contract was accepted October 16, 1936.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

OG P.F. #1848

Form 8010
1-36-2,000

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

October 27,1936

[illegible] 1936

Mr.R.H.Baldock,
State Highway Engineer,
Salem, Oregon

Madras Overcrossing - Bend Branch

Dear Sir:

I am advised that McNutt Bros have completed their contract with the State covering the above project. If this is true will you kindly advise date work was completed and date it was accepted by the State.

Yours truly,

S MURRAY

R H BALDOCK

RECEIVED

CO[illegible]ALYSIS TO OCT. 10, 1936

Warm Springs Highway, Agency Plains-Madras Section, Grading, Contract 1849,
Prefix 116-1006

James Crick, Contractor
S. F. Walters, Resident Engineer

197-6

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$ 458.80	All		500.00	$ 500.00
Trench Excavation	1,055.33	1,494 Cu. Yd.	0.706	3.00	4,482.00
Common Excavation	7,315.50	69,000 Cu. Yd.	0.10	0.25	17,250.00
Solid Rock Excavation	20,591.95	38,000 Cu. Yd.	0.54	0.25	9,500.00
Borrow Emb. Mat. in Place	16,920.00	94,000 Cu. Yd.	0.18	0.25	23,500.00
Overhaul	1,800.00	120,000 Yd. Sta.	0.015	0.01	1,200.00
Truck Haul	2,250.00	12,500 Yd. Mi.	0.18	0.10	1,250.00
Finishing Roadbed & Slopes	3,508.80	6.83 Miles	513.73	500.00	3,415.00
Rounding Cutbanks	504.00	9,000 Lin. Ft.	0.056	0.10	900.00
12" Corr. Iron Pipe	839.02	688 Lin. Ft.	1.22	1.50	1,032.00
18" Corr. Iron Pipe	1,981.15	1,108 Lin. Ft.	1.79	3.00	3,324.00
24" Corr. Iron Pipe	253.58	88 Lin. Ft.	2.88	4.00	352.00
Gravel Topping PA [redacted]	1,009.65	1,905 Cu. Yd.	0.53	0.60	1,143.00
" " " [redacted]	1,508.20	1,019 Cu. Yd.	1.48	1.75	1,783.25
	$ 59,995.96				$ 69,631.25

Gross Revenue	$ 69,631.25
Cost	59,995.96
Net Profit	$ 9,635.29

Net Profit Equals 13.8% of Gross Revenue

1.

Analysis to Oct. 30th, 1936

Contract 1849, Prefix 118-1006

DETAIL OF COST

Labor:

Supervision			$ 2,243.67	
Labor			17,078.30	
State Industrial Accident Insurance			935.81	
Unemployment Insurance			187.15	
				$ 20,434.93

Material:

12" Corr. Iron Culv. Pipe	688 Lin. Ft.	at 0.91	626.08	
12" " " " " Bands	24 Each	at 1.16	27.84	
18" " " " "	1108 Lin. Ft.	at 1.31	1,451.48	
18" " " " " "	41 Each	at 1.97	80.77	
24" " " " "	88 Lin. Ft.	at 2.20	193.60	
24" " " " " "	2 Each	at 2.59	5.18	
				2,384.95

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental	16,680.00	
Gas, Oil & Grease	6,241.88	
Hired Trucks, not including Gas	2,134.75	
Explosives	4,209.18	
Drilling Supplies	287.25	
Small Tools, Supplies & Misc.	1,118.15	
Cable for Scrapers and Shovel	537.33	
Bond 1% of Gross Revenue	1,057.14	
Home Office 3% of Gross Revenue	3,173.14	
Freight & Cartage	1,667.26	
		37,176.08
Cost Grand Total		$ 59,995.96

Contract 1849, Prefix 116-1006

REMARKS:

This contract was bid and awarded April 16, 1936. Work was started June 1st, and the job was completed Oct. 27th, 1936. All the equipment except one cat and blade was moved out August 1st, as the overcrossing over the railroad tracks, which was under separate contract, was not completed. The equipment was moved on the job again Sept. 28th. The delay and added expense of moving in twice increased the cost.

The job consisted of 6.83 miles of grading; about 6.4 miles of which was across the open plains and about 0.4 miles was on a side hill of which about 600 feet was through solid rock. The excavation across the plains layed in three stratas, the top strata about two feet in depth was volcanic ash, the next strata about two feet in depth was hard pan which was underlaid with solid sandstone. The cuts across the plains were shallow and solid rock was encountered in only two of the deepest cuts for a total distance of about 1600 feet, where drilling and blasting was required. About 40% of the grading work was common borrow which was obtained from borrow pits conveniently located along side of the right of way.

Two 95 diesel cats and four 12-yd. LeTourneau scrapers made good progress on common and borrow excavation. The hard pan and some of the solid was loosened with a heavy ripper pulled with a 75 cat, and then was moved with cats and scrapers. Excessive dust from 6" to 15" in depth cut out bearings and increased cost of repairs on equipment.

The solid rock cuts east of the R.R. were drilled and blasted, and then was moved with a 2-yd. shovel and large trucks. The cost of drilling and blasting was about $0.28 per cu. yd.

The job shows a fair profit due to efficient operation and good equipment. The final estimate will not be completed until about Nov. 20th.

E. H. Clymer
Cost Analyst

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon WPGS 197-C

September 30, 1936

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

L J Caufield

By L. J. Caufield
Highway Engineer

Encls.

Fox

ER-App. 4418

Form P. R. 2

State Oregon

U. S. Works Program Grade Crossing Project No. WPGS 197, Sec. C

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 27th day of July, 1936

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935, (Public Res. No. 11, 74th Cong.):

Whereas the Highway Department of said State submitted on the 30th day of March, 1936, a revised project statement, which was approved by the Secretary on the 9th day of April, 1936, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 1st day of April, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty thousand, six hundred thirty-two and 24/100 dollars ($50,632.24) as the share of the United States payable under said act on account of Section C of said project, which is ~~is not more than the authorized Federal pro rata share of~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5516

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Public Res. No. 11, 74th Cong.)
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 49+00 in the SW¼ of Sec. 36, and survey station 79+00 in the NW¼ of Sec. 36, T. 10 S., R. 13 E., W. M.

, length 0.568 of a mil~~es~~, in Jefferson County, being Section C of Oregon U.S. Works Program / Grade Crossing project No. WPGS 197, consisting of 0.537 of a mil~~es~~ of roadway and one bridg of more than 20 feet clear span, 0.031 of a mile in length.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of fifty thousand, six hundred thirty-two and 24/100 dollars ($50,632.24), certified to the Secretary of the Treasury as above mentioned, which [illegible]

[illegible] is [illegible], the approved total estimated cost of Section C of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws 1927; Chap. 248, Laws 1931.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 16th day of Sept, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By F L Tou Velle

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

~~Secretary of Agriculture~~

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—5518

SECRETARY OF AGRICULTURE

By L. E. Boykin
Acting Chief, Bureau of Public Roads

Form PR. 2—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Works Program Grade Crossing ~~P~~roject No. WPGS 197-C, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 50,632.24 as the total estimated cost of said project, and the sum of $ 50,632.24 as the share of the United States, payable under said acts on account of such project, which ~~[illegible]~~ is ~~[illegible]~~ said total estimated cost.

Done at the city of Washington, this 16th day of Sept. one thousand nine hundred and thirty-six.

SECRETARY OF AGRICULTURE,

R. E. [illegible]
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8—4830

177-6

COST ANALYSIS TO AUGUST 22nd,

Warm Springs Highway, Agency Plains-Madras, Grading
Contract 1849, Prefix 116-1006

James Crick, Contractor
S. F. Walters, Resident Engineer

ITEM	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	$ 402.36	100%			$ 500.00
Trench Excavation	17.55	33.7 Cu. Yd.	0.52	3.00	101.10
Common "	4,365.90	39,690 Cu. Yd.	0.11	0.25	9,922.50
Solid "	9,552.34	18,549 Cu. Yd.	0.51	0.25	4,637.25
Borrow Emb. in Place	13,966.18	81,669 Cu. Yd.	0.17	0.25	20,417.25
Overhaul	868.92	57,928 Yd. Sta.	0.015	0.01	579.28
Truck Haul	1,003.85	5,577 Yd. Mi.	0.18	0.10	557.70
Finishing Roadbed & Slopes	1,260.00	3 Mi.	420.00	500.00	1,500.00
Rounding Cut Banks	504.50	9,000 L.F.	0.056	0.10	900.00
12" Corr. Iron Pipe	42.45	34 L.F.	1.25	1.50	51.00
18" " " "	820.35	446 L.F.	1.84	3.00	1,338.00
24" " " "	203.26	68 L.F.	2.98	4.00	272.00
	$ 33,007.66				$ 40,776.08

Gross Revenue	$ 40,776.08
Cost	33,007.66
Net Profit	$ 7,768.42

Net Profit Equals 19% of Gross Revenue

Cost Analysis to Aug. 22nd.
Contract 1849

DETAILS OF COST

Labor:

Supervision		$ 1,306.95	
Labor		10,529.84	
State Industrial Accident Insurance		562.05	
Unemployment Insurance		112.40	
			$ 12,511.24

Material:

12" Corr. Iron Culvert Pipe	34 L.F. at 0.91	30.94	
12" " " " " Bands	1 Ea. at 1.16	1.16	
18" " " " "	446 L.F. at 1.31	584.26	
18" " " " " "	16 Ea. at 1.97	31.52	
24" " " " "	68 L.F. at 2.20	149.60	
24" " " " " "	2 Ea. at 2.59	5.18	
			802.66

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental	$ 11,010.00	
Gas, Oil and Grease	3,959.94	
Explosives	4,168.68	
Drilling Supplies	287.25	
Freight & Cartage	943.40	
Small Tools, Supplies and Misc.	841.98	
Cable for Scrapers	288.00	
Hired Trucks	141.75	
Bond 1% of Gross Revenue	397.76	
Part of Home Office and General Expense	1,195.00	
Credit for Solid Shot Ahead 16,000 cu. yd. at $0.22	– 3,520.00	
		19,695.76

TOTAL COST . . . . $ 33,007.66

Contract 1849

REMARKS:

This contract was bid and awarded April 16, 1936; work was started June 1st, and to August 22nd, was about 59% complete. All the equipment except one cat and blade was moved out Aug. 1st, as the overcrossing which is being constructed under separate contract was not completed. The equipment will be moved in about Sept. 5th, and the job should be completed about Oct. 10th.

The excavation across the plains layed in three stratas, the top strata about two feet in depth was volcanic ash; the next strata about two feet in depth was hard pan which was underlaid withsolid. The cuts across the plains were shallow and rock was encountered in only two cuts for a distance of about 1800 feet, where it was necessary to drill and blast.

Two 95 diesel cats and four 12 yd. LeTourneau scrapers made good progress on common and borrow excavation. The hard pan and some of the solid rock and cemented gravel was loosened with a 75 cat and a ripper, and then moved with cats and scrapers. Excessive dust increased repair bills and hampered the cat drivers.

The solid rock cuts east of R.R. have been drilled and blasted and will be moved with shovel and trucks.

The contract shows a good profit at present, but there are about 25,000 cu. yds. of solid rock to move at the bid price of $0.25 per cu. yd., which will reduce profit.

E. H. Clymer
Cost Analyst

July 31, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are two signed copies of project agreement for the Madras Overcrossing Section, Project No. WPGS 197-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

FORM 5-K-1 1500 3-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

19

Const
Grade Crossings

July 6, 1936

Mr. S. H. Probert
Office Engineer
Office

Dear Sir:

As a matter of information relative to grade crossing elimination projects, we advise that in connection with the Madras overcrossing a question arose as to whether or not Federal funds would be available for the elimination of an existing grade crossing on a county road approximately six hundred feet north of the new overcrossing.

We took up this matter with the Bureau of Public Roads and are in receipt of a letter from Mr. Lynch which reads as follows:

> "Reference is made to Mr. DeSouza's letter of June 29th relative to closing the existing grade crossing some 600 ft. north of the Warm Springs Overcrossing, Oregon WPGS 197-C, and requesting advice as to whether such work could be paid as a part of the Grade Separation project.
>
> "We believe that the work in closing this grade crossing may be paid as a part of the project and are willing to recommend its approval."

Yours very truly,

J. M. DEVERS

By
J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. C. S. Paxson
Mr. H. G. Smith

197-C

June 30, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Madras Overcrossing Section, Project No. WPGS 197-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:GS

Encl.

Oregon State Highway Department

U. S. Works Program
Grade Separation
Project No. WPGS 197-C

MADRAS OVERCROSSING SECTION OF THE WARM SPRINGS HIGHWAY IN JEFFERSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 13, 1936

Roadwork

All Required		Clearing and Grubbing		$ 39.31
10	cu. yds.	Trench Excavation	$ 3.00	30.00
5,000	cu. yds.	Common Excavation	0.25	1,250.00
12,000	cu. yds.	Solid Rock Excavation	0.25	3,000.00
95,000	cu. yds.	Borrowed Embankment Materials in Place	0.25	23,750.00
36,000	yd. sta.	Overhaul	0.01	360.00
4,000	yd. mi.	Truck Haul	0.10	400.00
0.54	mile	Finishing Roadbed and Slopes	500.00	270.00
40	lin. ft.	12" Corrugated Iron Pipe	1.50	60.00
		Subtotal		$ 29,159.31
		10% Engr. & Cont.		2,915.93
		Total		$ 32,075.24

Structure

75	cu. yds.	Excavation	$ 2.00	$ 150.00
10	cu. yds.	Excavation Below Plans	2.00	20.00
460	cu. yds.	Class "D" Concrete	24.00	11,040.00
86,000	lbs.	Metal Reinforcement	0.05	4,300.00
340	lin. ft.	Concrete Handrail	4.00	1,360.00
		Subtotal		$ 16,870.00
		10% Engr. & Cont.		1,687.00
		Total		$ 18,557.00

Length of Roadway	0.537 mile
" " Structure	0.031 "
Total Length	0.568 "
Cost per mile, Roadway	$59,730.42

WPGS Funds Requested:

Roadwork- - - - - - - - - - - - - - - - - - - -	$ 32,075.24
Structure -	18,557.00
	$ 50,632.24

	Roadwork	Structure
Estimated Labor Required	19,000 man-hours	8,000 man-hours
Cost of Labor	$ 12,000	$ 6,500
Cost of Materials	$ 30	$ 5,500

Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 248, Laws 1931

Funds for Maintenance: Chap. 41, Laws 1927; Chap. 248, Laws 1931

FORM 6-K-1 1500 3-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

June 29, 1936

1-17-C

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
Post Office Building
Portland, Oregon

Dear Sir:

Attention Mr. T. A. Davis

Reference is made to our conversation Saturday relative to whether or not the closing of the existing grade crossing approximately six hundred feet north of the new overcrossing on the Warm Springs Secondary Highway No. 360 at Madras is a reimbursable item under Works Program General Memorandum No. 6.

The railroad companies interested have presented to us a form of agreement which provides that the expense of the closing of the grade crossing should be borne by the State and are basing their position upon the claim that this is a reimbursable item.

We would be very much pleased to have a ruling from your office on this question and would like very much to have it in time so that the proposed agreements may be presented to the State Highway Commission at their next meeting, to be held on July 8th, if the item is a reimbursable one.

Yours very truly,

J. M. DEVERS

By JWD
J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. G. S. Paxson
Mr. S. H. Probert

FORM 5-K-1 1500 3-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

197-C

June 29, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
Post Office Building
Portland, Oregon

Dear Sir:

Attention Mr. T. A. Davis

Reference is made to our conversation Saturday relative to whether or not the closing of the existing grade crossing approximately six hundred feet north of the new overcrossing on the Warm Springs Secondary Highway No. 360 at Madras is a reimbursable item under Works Program General Memorandum No. 6.

The railroad companies interested have presented to us a form of agreement which provides that the expense of the closing of the grade crossing should be borne by the State and are basing their position upon the claim that this is a reimbursable item.

We would be very much pleased to have a ruling from your office on this question and would like very much to have it in time so that the proposed agreements may be presented to the State Highway Commission at their next meeting, to be held on July 8th, if the item is a reimbursable one.

Yours very truly,

J. M. DEVERS

By JWS

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. G. S. Paxson
Mr. S. H. Probert

FORM 5-K-1 1500 3-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

Warm Spgs. Sec.

June 16, 1936

Union Pacific Railroad Company
Pittock Block
Portland, Oregon

NOTED
State Highway Engineer

Attention Mr. S. Murray

Gentlemen:

Receipt is acknowledged of your letter of the ninth instant transmitting quadruplicate originals of proposed draft of easement agreement covering the Madras Overcrossing on the Warm Springs Secondary State Highway No. 360, and the following items are called to your attention:

1. Mr. G. S. Paxson, Acting Bridge Engineer, advises that since the award of the contract there has been a shift in the columns of the structure amounting to three inches, in order to provide for horizontal clearances. We believe that this shift was made at your suggestion or with your knowledge. Changes in stationing have been made in red upon all of the prints attached to the proposed agreements. Except as stated, the proposed agreement is satisfactory as to engineering features connected with the structure.

2. The descriptions as contained in the agreement have been checked and have been found satisfactory.

3. Section 4 on page 8 attempts to impose upon the State direct and primary liability for any loss or damages sustained by the railroad company on account of the operations of the contractor. We believe that this should be eliminated and there should be sustituted therefor the usual clause relative to the furnishing of a bond by the contractor. In the present instance our contract agreement provided that the contractor should furnish a $10,000 bond. Sections 6 and 7 on page 11 also should be considered in connection with this objection.

4. Item No. 3 of Section 3 on page 7 obligates the State to pay for the closing of the existing grade crossing, located northerly from the proposed overcrossing, which grade crossing you describe as being at Mile Post 100.59. The question of the closing of the grade crossing was raised by Mr. Betz on behalf of the railroad company and it was the understanding that no expense connected with the closing of the existing crossing or the vacation of a portion of the county road or the

construction of a new county road connection with the secondary state highway would be imposed upon the State. County Judge W. R. Cook agreed at the hearing that the County would bear the cost of the vacating of the portion of the county road and of the construction of a county road connection extending to the highway right of way limits, including the cost of right of way fencing, grading, and surfacing. The State assumed the obligation of making the connection of this county road from the right of way limits to the highway roadbed. It is my recollection, although my memory may be at fault in the matter, that the railroad company was to remove the existing grade crossing and to connect up its right of way fences. In any event, it was the understanding that no portion of these costs would be borne by the State.

Item No. 4 of this same Section 3 also should be understood as not to impose any obligation upon the State relative to the fencing off of the existing grade crossing. It would apply only to such right of way fences as are directly affected by our overcrossing construction.

The copies of the proposed agreement are returned to you for revision in accordance with the objections above made.

Yours very truly,

J. M. DEVERS

By JWD

J. W. DeSOUZA
Assistant Attorney

Enclosures
JWD:AW
cc Mr. A. C. Spencer
Mr. A. J. Witchel
Mr. R. H. Baldock

FORM 8-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

June 11th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

In regard to the cattle pass on the Agency Section of the Warm Springs Highway.

It meets with my approval that the construction of this pass be deferred until the next job and be included with it, but this should be fully explained to the Indian agent and should be agreeable to him. If you cannot obtain his consent to this postponement, please arrange to construct our standard cattle pass in lieu of the pipe.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 8-H-1 1500 3-56

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer

J. M. DEVERS
Attorney

OREGON STATE HIGHWAY COMMISSION
SALEM

June 10, 1936

Const
R/W
Warm Springs

Mr. K. D. Lytle
Division Engineer
Oregon State Highway Dept.
Bend, Oregon

Dear Sir:

Receipt is acknowledged of your letter of the eighth instant relative to the harvesting of crops on land occupied by our right of way on the Agency Plains-Madras section of the Warm Springs Highway.

The options which were acquired on this section provided that the State should have immediate right of entry upon the execution of the option and also provided that the owners should convey the property to the State free from all outstanding liens or encumbrances. It appears further that if there were any tenants on the property they were fully advised as to the location of the highway and of the fact that the right of way was to be taken, previous to the seeding of the crops.

Under the circumstances it is our opinion that the State Highway Commission should not be responsible to any owners or to renters for the crops which may be located within the right of way limits. If the same could be done prior to the construction, we would have no objection to the crops being harvested but we can not assume liability if the opportunity to do this is interfered with by the contractor's operations.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

State Highway Engineer

JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. S. F. Walters

Form 3010
1-36-[illegible]

197-5

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

June 9,1936

Mr. J. H. Devers,
Attorney,
State Highway Commission,
Salem, Oregon

NOTED
State Highway Engineer

Dear Sir:

I hand you herewith quadruplicate originals of draft of easement agreement between the interested railroads, the State and County covering proposed highway grade separation at Madras.

The County has been made a party to the agreement because the vacation of a section of the County road across railroad company right of way is involved.

By the terms of a recent agreement the Oregon Trunk Railway maintains the line of railroad between South Junction and Metolius as agent for the DesChutes Railroad Company. The Oregon Trunk Railway therefore will perform and supervise the work contemplated by Section 3 of the draft of agreement.

If this draft meets with your approval will you please arrange for execution by the State and County and return to me all copies for like action by the railroads.

Will you also please expedite the matter as much as possible since work is now under way.

Yours truly,

S MURRAY

CC Mr.R.H.Baldock
Mr.A.J.Witchel
Mr.A.C.Spencer

SHIP AND TRAVEL BY RAIL

FORM 5-K-1 1500 3-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

Const
R/W
Warm Springs
Secondary

June 4, 1936

NOTED
State Highway Engineer

Honorable W. R. Cook
County Judge
Madras, Oregon

Dear Sir:

We have your telegram of this morning reading as follows:

> "Hiram Andrus threatening to stop construction on Warmsprings Highway unless immediate settlement is made for right of way across his land."

The option given to us by Mr. Andrus contains a provision reading as follows:

> "The State shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option"

and under the terms thereof we are within our legal rights in entering upon the property.

As a matter of information, we may state that the necessary deeds, voucher claims, etc., have been prepared on this particular property and will be presented to Mr. Andrus for execution in the very near future. We have acted as expeditiously as possible in the matter but it must be realized that owing to the extremely large volume of work which we have in right of way matters there necessarily must be some delay in closing up the necessary transactions.

We trust that if you have an opportunity to see Mr. Andrus you will explain the situation to him and assure him that payment for his property will be made in due course upon the execution and delivery of the necessary instruments involved in the conveying of title and the making of compensation.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. K. D. Lytle
Mr. S. F. Walters

FORM 5-C-1 22770 2M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

117-C

May 29, 1936

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. J. N. Bishop

Dear Sir:

Attached is a department order for fence posts and materials to be used on state force work in fencing the Agency Plains-Madras Section which fencing work was a part of the right of way consideration.

Jefferson County has approximately 1000 juniper posts for sale at 15 cents and we would like to have a purchase order issued to them for that quantity. The balance of the post order of 2885 posts we would like to purchase from the Tum-A-Lum Lumber Company of Madras at their quotation of 15 cents each for cedar posts ,which quotation is attached.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

By:
W. O. Widdows

wow/e
encl.
cc J. M. Devers
cc S. F. Walters

FORM 8-H-1 1500 3-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

177-C

May 25, 1936

Mr. K. D. Lytle
Division Engineer
Oregon State Highway Dept.
Bend, Oregon

Dear Sir:

Receipt is acknowledged of your letter of the twenty-third instant making inquiry regarding the using of tamarack posts for fencing on the Agency Plains-Madras Section.

As we understand it, tamarack is what in this country is commonly known as Minnesota pine and in lasting qualities is not at all comparable with either cedar or juniper for fence post purposes. In negotiating with the property owners no specific and exact understanding was reached as to the type of posts to be used by the department in constructing the fence, but we feel that the property owners are entitled to have posts comparable in quality with those generally used. If the farmers in this particular section have made extensive use of tamarack posts they of course would not have real justification for requesting a better type than they now have. If, on the other hand, they have used cedar or juniper posts they would be entitled to have the State use the same type.

We are advised that at the present time Jefferson County has some twelve hundred juniper posts on hand which probably can be purchased at a price of around fifteen cents each. We also are advised that last year some people up around Gresham were trucking cedar posts to Prineville and delivering the same there at a price of ten to twelve cents. If either juniper or cedar posts can be secured around these prices we would recommend that they be used instead of tamarack, even though the farmers in the vicinity have been using tamarack posts in the past. We make this recommendation so that the owners will feel that in the matter of construction of the fencing we have treated them liberally rather than the opposite and by this means eliminate any adverse criticism. When the fences are constructed it will be the duty of the property owners to maintain them thereafter, and we should not use posts which will increase this maintenance on account of the short life thereof.

We trust that you will concur with us in this view of the method which should be followed.

We are returning herewith your purchase order and file attached thereto, which please resubmit when a decision has been reached.

Enclosure
JWD:AB
cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. S. F. Walters

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA

FORM 5-C-1 38779 5M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

197-C

May 23, 1936

Mr. M. D. McCallister
Right of Way Buyer
State Highway Department
Salem, Oregon

Dear Sir:

In fencing the Agency Plains I would like to know if tamarack posts would be acceptable. We have a price of 12 cents FOB Madras on this type of post, which is less than the cost of either cedar or juniper posts.

Very truly yours,

KDLytle
K. D. LYTLE
DIVISION ENGINEER

kdl/e
cc H. G. Smith
cc S. F. Walters

FORM 8-C-1 22778 2M 6-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

797-C

May 23, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In accordance with your instructions we have had prepared orders for State Force Work on Contract Projects covering the fencing of the Agency Plains-Madras Section.

You will note that the orders all carry the same number which is probably not correct if you want to keep separate costs on each property owner.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

kdl/e
encls.

FORM 5-A-1 5M 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Const
Projects
Secondaries
Warm Spring

May 19th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. D. Lytle
D ivision Engineer
State Highway Dept.
Bend, Oregon

NOTED
Highway Engineer

Dear Sir:

I note that the balance of the rock at the hill on the Warm S prings Section is unclassified on the estimates which we have.

Please have adequate test pits dug and submit an estimate on the two classifications basis.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

197-e

May 12, 1936

McNutt Bros.
351½ E. Broadway
Eugene, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract #1848, awarded to you on April 16, 1936, for the construction of a reinforced concrete viaduct over the Union Pacific Railroad Company's tracks near Madras on the Warm Springs Highway in Jefferson County.

This copy is for your records and files.

Very truly yours,

Secretary

DP

197-e

May 12, 1936

James Crick
3104 N. Monroe St.
Spokane, Washington

Dear Sir:

We are forwarding to you today by express a fully executed copy of contract #1849, awarded to you on April 16, 1936, for 6.83 miles of grading on the Agency Plains-Madras Section of the Warm Springs Highway in Jefferson County.

This copy is for your records and files.

Very truly yours,

Secretary

DP

FORM 5-G-1 28776 2M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

111-C

May 11, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I am having some trouble in having one of the telephone lines, on the Agency Plains-Madras Section moved.

The attached correspondence will explain what has transpired and after reading this file I would be pleased to have an opinion as to our liability if we should go in and tear down the line.

It seems to me that we should not pay the Vibberts any money for moving this line.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

kdl/e
encl.

State Highway Engineer

FORM 2-8-1 1M 4-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

117-C

May 11th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

It seems to me preferable to fence the Agency Plains-Madras Section with State Forces similar to the work you are doing on the Warm Springs Section. This will enable you to get the fencing done before the contractor has finished; whereas, if you awarded a contract for the job it probably would be fall before the fencing were finished.

Please submit the necessary orders and requisition the necessary supplies. The order should cover each property owner's fencing separate and individual from the other owners, unless the distance across a property is very slight, in which case several of them may be combined.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 5-B-1 1M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

May 11th, 1936

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

I wish to call your attention to the advisability of having the Agency Plains-Madras Section cross sectioned before Contractor Crick moves on the job.

He undoubtedly will move all his equipment from the Pendleton job as soon as he finishes there, which will be in about two weeks. He is moving about 6,000 yards per day on the Pendleton job so it is quite difficult to keep ahead of his operations unless the work is all staked out.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
S. F. Walters

NOTED
State Highway [illegible]

FORM 3-C-1 22778 2M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

May 9, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: ~~Mr~~. H. G. Smith

Dear Sir:

I have received a letter from Mr. DeSouza relative to the construction of a right of way fence on the Agency Plains-Madras Section of the Warm Springs Highway, a copy of which was sent to you.

I would be pleased to know if you want me to write the specifications for this job.

Very truly yours,

K. D. Lytle
Division Engineer

kdl/e

NOTED
State Highway Engineer

FORM 5-K-1 1500 3-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

197-C

May 7, 1936

Mr. K. D. Lytle
Division Engineer
Oregon State Highway Dept.
Bend, Oregon

Dear Sir:

Receipt is acknowledged of your letter of the fifth instant making inquiry regarding the fencing of the Agency Plains-Madras section of the Warm Springs Highway.

This matter has been discussed with Mr. McCallister and he advises us that on the basis of settlement made with the property owners it was agreed that the State would provide the fencing from Station 44+15 to Station 342+00, his estimate of the total amount required being 3611 rods.

The fence agreed to be constructed is a three-strand, barbed-wire fence with cedar or, if they can be purchased at the same price, juniper posts placed one rod apart.

Mr. McCallister's estimate of cost of the fencing is: posts, 15¢ per rod; wire, 12¢ per rod; placing and stretching, 25 to 30¢ a rod; or a cost of from 52 to 57 cents per rod.

In view of the large quantity of work to be done, it is suggested that specifications should be written in the Salem office and bids received for the work by the State Highway Commission.

The action taken by Mr. McCallister in agreeing in the right of way settlements that the State should do the fencing is in accordance with the policy laid down by the Commission some time ago that in favorable instances this practice be followed.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

NOTED
State Highway Engineer

JWD:AW
cc Mr. R. H. Baldock ✓
Mr. S. H. Probert
Mr. H. G. Smith
Mr. S. F. Walters

197-e

May 4, 1936

Mr. Clarence D. Porter, Manager,
Fidelity & Deposit Company of Maryland,
Failing Building,
Portland, Oregon.

Dear Sir:

Acknowledgement is made of the receipt of your letter of May 2nd stating that you were forwarding three copies of the James Crick contract No. 1849, for the construction of the Agency Plains-Madras Section to this office.

You are advised that we received the above mention contracts this date.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

ARTMENT OF OREGON

FIDELITY AND DEPOSIT COMPANY
OF MARYLAND

FIDELITY *and* SURETY BONDS
BURGLARY *and* PLATE GLASS INSURANCE

Failing Building
PORTLAND

R. E. PINNEY
Resident Vice-President
CLARENCE D. PORTER
Manager

1936

MAY SECOND,

1936.

Mr. H.B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

RE: Contract #1849 - James Crick,
6.83 mi. grading, Agency Plains-
Madras Section, Warm Springs Hwy.
in Jefferson County.

Dear Sir:

I am forwarding to you by express the above contract and bond in triplicate which I hope you will find in proper shape. We have retained the fourth copy here for our records.

Kindly acknowledge receipt, and oblige

Very truly yours,

Clarence D Porter

Clarence D. Porter,
Manager.

CDP:DC

197-e

HANSEN & ROWLAND INC.

GENERAL AGENTS

TACOMA - SEATTLE - PORTLAND

SURETY BONDS GENERAL INSURANCE

TACOMA, WASHINGTON

H. T. HANSEN, PRES.

I. C. ROWLAND, SECY.

1936

May 4, 1936

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

RE: BOND NO. 45965 - McNUTT BROS. to STATE OF OREGON - Reinforced concrete viaduct over the Union Pacific Railroad Company's tracks near Madras on the Warm Springs Highway in Jefferson County, Oregon.

Gentlemen:

We are forwarding to you today four copies of the above captioned bond and contract, all of which have been executed by McNutt Brothers and on behalf of the Maryland Casualty Company. These bonds and contract are going forward by Railway Express.

Yours very truly,

HANSEN & ROWLAND, Inc.
General Agents

By F Lennard
Surety Bond Department

MF

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. K. D. Lytle

FORM 9-K-1 1200 1-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

197-C

April 27, 1936

Mr. S. F. Walters
Resident Engineer
Oregon State Highway Dept.
Madras, Oregon

NOTED
State Highway Engineer

Dear Sir:

Receipt is acknowledged of your letter of the 24th instant, addressed to Mr. McCallister, in which you make inquiry as to the handling of the fencing on the Agency Plains-Madras section, for which a contract recently was awarded.

Our agreements or settlements with the property owners have provided that the State, at its own cost and expense, will do all fencing of the right of way, including the installation of necessary gates, and this work, therefore, should be handled as a part of the construction operations.

This is in accordance with the instructions issued by the Commission some time ago that where conditions are favorable and the matter can be worked out satisfactorily the fencing of right of way be done by the State so that the same shall be uniform throughout the project.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. K. D. Lytle

197-C

April 20, 1936

McNutt Brothers
E. Broadway
Eugene, Oregon

Dear Sirs:

The State Highway Commission awarded to you on Thursday, April 16, 1936, the contract covering the construction of a concrete viaduct over the Union Pacific Railroad Company's tracks on the Warm Springs Highway, approximately 1¼ miles north of Madras in Jefferson County.

You may consider this letter as your authority and our request to begin operations immediately. Contract forms will be sent to you shortly for execution.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number of, and classification of, laborers needed for such work.

Yours very truly,
OREGON STATE HIGHWAY COMMISSION

By
Secretary

DP
cc G. S. Paxson
K. D. Lytle

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

April 16, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Works Program Grade Separation Project No. WPGS 197-C, concrete viaduct over the U.P. Railroad Company's tracks on the Warm Springs Highway, near Madras, to McNutt Bros., Eugene, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Ton

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

April 16, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Works Program Grade Separation Project No. WPGS 197-C, the Agency Plains-Madras Section of the Warm Springs Highway, to James Crick, Spokane, Washington, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Jon

197-C

April 14, 1936

Memorandum re Madras Overcrossing:

Hearing on this matter was held before T. O. Russell, Examiner for the Public Utilities Commissioner, in Madras at 10:00 A. M., on Friday, April 10, 1936.

Union Pacific Railroad Company was represented by Mr. Betz and Mr. Roberts, and the State was represented by J. W. DeSouza, K. D. Lytle, G. S. Paxson, and John Beakey.

At the hearing no opposition developed to the overcrossing project and the principal question under discussion involved the elimination of a grade crossing on a county road approximately 600 feet north of the proposed new overcrossing structure.

The matter finally was settled upon the basis of the Public Utilities Commissioner issuing an order allowing the closing of the existing county road crossing at this point, with the understanding that a connection with the revised location of the Warm Springs Highway would be made at a point near the top of the hill some several hundred feet west of the crossing, the exact location of which is to be decided by the engineers of this department. County Judge W. R. Cook openly agreed that the County would bear the cost of the construction of the county road connection up to the highway right of way limits, including the cost of right of way, fencing, grading, and surfacing. The State assumed the obligation of making the connection from the right of way limits to the highway roadbed. This cost, however, will be very small, as I understood from Mr. Lytle that both the state highway and the county highway will be practically at the surface of the ground at this point. The question, also, of the expense of closing the existing grade crossing is one in which the State is not interested.

At the conclusion of the hearing the Examiner stated for the record that an order would be issued authorizing the construction of the overhead structure and he expressed his entire satisfaction at the solution which had been reached apparently satisfactorily to all parties relative to the closing of the county road grade crossing.

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock ✓
Mr. H. G. Smith
Mr. K. D. Lytle

197-C

FORM 8-C-1 88773 2M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

Const
Projects
Secondary

April 11, 1936

State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Attached is Division Engineer's Estimate of Cost on the Agency Plains-Madras Section which the Commission is receiving bids on April 16 and for the Three Mile-Eight Mile Section of The Dalles-Dufur Road for which the Commission is receiving bids on April 17.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

By:
W. O. Widdows

wow/e
encls.

DIVISION ENGINEER'S ESTIMATE OF COST

AGENCY PLAINS-MADRAS SECTION

WARM SPRINGS HIGHWAY

6.83 MILES GRADING

BIDS TO BE RECEIVED APRIL 16, 1936

K. D. LYTLE

1.	Clearing and Grubbing		All Specified			500.00
2.	Trench Excavation	200	cu. yds.	@	$1.50	300.00
3.	Common Excavation	73,000	" "	@	0.23	16,790.00
4.	Solid Rock Excavation	41,500	" "	@	0.70	29,750.00
5.	Borrowed Embankment Materials in Place	104,000	" "	@	0.25	26,000.00
6.	Overhaul	135,000	" "	@	0.02	2,700.00
7.	Truck Haul	14,000	yd. miles	@	0.20	2,800.00
8.	Finishing Roadbed and Slopes	6.83	miles	@	400.00	2,732.00
9.	Rounding Cutbanks	9,000	lin. ft.	@	0.10	900.00
10.	12-inch Corrugated Iron Pipe	430	lin. ft.	@	1.25	537.50
11.	18-inch Corrugated Iron Pipe	1,150	lin. ft.	@	2.25	2,587.50
12.	24-inch Corrugated Iron Pipe	100	lin. ft.	@	4.00	400.00
		Total				$ 85,977.00

DIVISION ENGINEER'S ESTIMATE OF COST
THREE MILE-EIGHT MILE CREEK SECTION
THE DALLES-DUFUR ROAD
6.0 MILES CRUSHED ROCK SURFACING
BIDS TO BE RECEIVED APRIL 17, 1936
K. D. LYTLE

1.	1½" - 3/4" Materials in Surfacing	3,850 cu. yds.	@	$1.70	6545.00
2.	3/4" - 0" Materials in Surfacing	3,850 cu. yds.	@	1.70	6545.00
3.	Truck-hauled Filler	550 cu. yds.	@	0.35	192.50
4.	Hauling Truck-hauled Filler	800 yd. miles	@	0.15	120.00
					$ 13,402.50

FORM 2-2-1 1000 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

197-

Const
Projects
Grade Crossings

April 6, 1936

Mr. G. S. Paxson
Acting Bridge Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

Reference is made to answer of Union Pacific Railroad Company and our previous conversations relative to the Madras overcrossing.

If the question of tracks has not been settled we should be able to meet their testimony regarding the necessity of a third track with such data as to shipments, tonnage, loading facilities, etc., as can be secured.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. K. D. Lytle

FORM 9-A-1 9M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Proposed grade crossing

April 3rd, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

I note that the railroad proposes to close the Madras grade crossing.

It is my understanding that the oil tanks are on the west side of the track; and therefore, a road will need to be constructed leading from the west side of the overhead down to the lower elevation to serve these facilities. In roads like this, it is customary for the Highway Department to at least do the grading within the right of way.

Will you kindly give this some study and report whether any additional right of way will be needed and make arrangements with the County Court for the grading without the right of way.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
State Highway Engineer

FORM 5-K-1 1000 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

Court
Projects
Grade Crossing

April 2, 1936

Mr. G. S. Paxson
Acting Bridge Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

We have received notice from the Public Utilities Commissioner to the effect that the hearing on our application for an overcrossing near Madras in Jefferson County has been set for Friday, April 10, 1936, at 10:00 A. M., in the Jefferson County Court House.

At the time of this hearing we should be prepared to submit testimony covering

(a) The nature of the highway, the traffic thereon, and the public necessity for the elimination of the grade crossing. This question of public necessity will involve traffic counts and hazard at the existing grade crossing;

(b) The type and design of the structure, with plans showing the same, with clearances, etc.

One witness would be sufficient for item (a) above and one witness for item (b). It possibly would be desirable to have Mr. Beakey present in order to testify as to safety factors at the existing grade crossing. It is requested that members of the department to whom copies of this letter are sent make such arrangements as may be necessary to have proper witnesses present, and advise us as to who these will be.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW

cc R. H. Baldock ✓
H. G. Smith
K. D. Lytle
John Beakey

197-C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

April 1, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon U. S. Works Program Grade Separation project WPGS 197-C, the Madras Overcrossing Section of the Warm Springs Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Concurrence in award will be withheld pending approval of the WPGS program dated March 7, 1936, and also pending approval of the revised project statement.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Hwy. Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

MAR 30 1936

197-C

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

March 28, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With your letter of transmittal of September 5, 1934, was submitted the revised project statement for Oregon NRS 197, the Deschutes River-Agency Plains section of the Warm Springs Highway with the request that the project be extended from the east end of NRS 197-A to a point in the SW 1/4 of Sec. 4, T 10 S, R 13 E, W.M.

It is now necessary to submit a further revision of the project statement and sketch maps showing the new alignment to cover the proposed Madras Overcrossing section, WPGS 197-C. Concurrence in award will be withheld pending approval of the revised project statement.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

197-C

March 30, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In reply to your letter of March 27th, concerning borrow excavations on Project WPGS 197-C, this will advise that the presence of bed rock within two to four feet of the ground surface over the area on which the borrow excavations are to be made, makes it necessary to scratch up the materials as best the contractor can, and makes it impracticable to confine the excavations to definitely established lines and grades. This condition, in turn, makes it impracticable to measure the borrow in original position and forces measurement in the completed embankments.

After the excavations are made, they will quickly be leveled-off and smoothed-up by the heavy winds which prevail in that vicinity. Leveling and smoothing-up by the contractor is, therefore, unnecessary.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAR 28 1936
OREGON
STATE HIGHWAY COMMISSION

March 27, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

On Oregon WPGS 197-C it is noted that borrow is to be measured in embankment; also that the special provisions do not provide for the borrow pits to be properly sloped and trimmed.

We do not feel justified in recommending approval for measurement in embankment on the meager information relative to this item contained in the special provisions or letter of transmittal.

We are willing to recommend approval of the inclusion of the roadbed excavation used in the embankment on this project.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

197-C

March 26, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Madras Overcrossing Section, Project No. WPGS 197-C.

Five bid proposals each for the roadwork and structure and five sets of blueprint plans are being sent under separate cover.

Since practically all of the roadway on the project is necessarily in embankment, it has been necessary to borrow the excavation materials, and, while the larger portion is being secured from borrow pits, some of the materials are to come from roadbed excavation that is located beyond the limits of the project. The situation is similar to that encountered on Project No. WPGS 37, and it is our request that the materials be considered in a similar way and included as a part of the project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Works Program
Grade Separation
Project No, WPGS 197-C

MADRAS OVERCROSSING SECTION OF THE
WARM SPRINGS HIGHWAY IN JEFFERSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 26, 1936

Roadwork

All Required		Clearing and Grubbing		$ 50.00
10	cu. yds.	Trench Excavation	$ 1.50	15.00
5,000	cu. yds.	Common Excavation	~~0.25~~	1,250.00
12,000	cu. yds.	Solid Rock Excavation	0.70	8,400.00
95,000	cu. yds.	Borrowed Embankment Materials in Place	0.25	23,750.00
36,000	yd. sta.	Overhaul	0.02	720.00
4,000	yd. mi.	Truck Haul	0.15	600.00
0.54	mile	Finishing Roadbed and Slopes	400.00	216.00
40	lin. ft.	12" Corrugated Iron Pipe	1.30	52.00
			Subtotal	$ 35,053.00
			10% Engr. & Cont.	3,505.30
			Total	$ 38,558.30

Structure

75	cu. yds.	Excavation	$ 4.00	$ 300.00
10	cu. yds.	Excavation below Plans	6.00	60.00
460	cu. yds.	Class "D" Concrete	25.00	11,500.00
86,000	lbs.	Metal Reinforcement	0.055	4,730.00
340	lin. ft.	Concrete Handrail	5.00	1,700.00
			Subtotal	$ 18,290.00
			10% Engr. & Cont.	1,829.00
			Total	$ 20,119.00

Length of Roadway	0.537 mile
" " Structure	0.031 "
Total Length	0.568 "
Cost per mile, Roadway	$71,803.16

OREGON STATE HIGHWAY COMMISSION

WPGS Funds Requested:

Roadwork....................................	$ 38,558.30
Structure....................................	20,119.00
	$ 58,677.30

	Roadwork	Structure
Estimated Labor Required	19,000 man-hours	8,000 man-hours
Cost of Labor	$ 12,000	$ 6,500
Cost of Materials	$ 30	$ 5,500

FORM 9-A-1 5M 1-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Const
Projects
Grade Crossings

February 29th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. Forrest Cooper
Resident Engineer
State Highway Dept.
Madras, Oregon

NOTED
State Highway Engineer

Dear Sir:

I am returning the vicinity map of the overcrossing of the Union Pacific tracks near the Madras railroad station for additional information:

1. Please show the actual angle at the point of intersection of the railroad and highway as measured in the field. It is probable that this can be computated from the bearings given, but we have found this to be the cause of frequent mistakes, and one of our requirements is that the actual measured angle be shown on all vicinity maps.

2. Please show the distance between the main and side tracks along the center line of the highway and also the distance from the point of frog and head-block. Also, show the exact 40 acre tract in which this crossing is situated.

All these requirements are necessary in order to make up the proper petition for the hearing and should be obtained immediately and the map returned to this office as soon as possible.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
K. D. Lytle

FORM 5-A-1 5M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Const
Projects
Grad. Crossings

February 25th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

In regard to the overcrossing of the Union Pacific tracks near the Madras Railroad Station on the Agency Plains-Madras Section.

Mr. Paxson is very anxious to design this structure and get it under contract. Therefore, you are requested to send in immediately the vicinity map and profile and all other data pertaining to this design.

Very truly yours,

NOTED

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
Forrest Cooper

CONTRACT# [redacted],1849 SEE: CONTRACT# 1848

1

1849 SHE: Contract 1848

CONTRACT #1850

WPH 133-A Yaquina Bay Bridge 1936
South Approach
#1850

133-C
1850

C
O
P
Y

July 29, 1938

Mr. W. H. Lynch, District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of July 20, 1938, concerning the final vouchers for Projects Nos. FA 133-A, C and D.

The form on which the vouchers were written was discussed with Mr. Stanley a few days ago, at which time we explained that the type of the work was considerably different from that contemplated by the Forms R-1 and R-2, which are examples of the methods to be used in preparing the agreement estimate and cost analysis. However, in the case of the projects listed above, the work was of such nature that the forms of estimates and cost data were changed to more clearly give a comprehensive estimate for that particular type of work. It appears logical that since the form was acceptable in the agreement estimates, the final vouchers, prepared in a similar manner, will, likewise, be acceptable. We wish to call to your attention the final vouchers for Projects Nos. 180-B and C, submitted previously, were identical in form to these in question, and these were apparently acceptable since the final payments have been received.

The dates of beginning and completing work from telegraphic advice are correct and are the ones which should be used.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By
S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

July 20, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

DearSir:

Reference is made to the final vouchers for Oregon Federal Aid projects 133-A, 133-C and 133-D, landscaping on the Oregon Coast Highway.

The vouchers have not been prepared in accordance with Mr. MacDonald's memorandum of April 30, 1935, and it is requested that they be rewritten in conformity with the instructions given therein. Forms R-1 (final estimate) and R-2 (summary analysis sheet) should be submitted with the revised vouchers.

Will you also please advise as to the reason for adding ammonium sulphate to the estimate for FAP 133-C?

Our records of beginning and completion of work from telegraphic advice show the following dates:

Project	Began	Completed
133-A	May 18, 1937	October 6, 1937
133-C	May 18, 1937	October 6, 1937
133-D	June 4, 1937	October 11, 1937

The dates shown by Mr. Otten on the field estimates and used on the vouchers are as follows:

Project	Began	Completed
133-A	May 12, 1937	October 5, 1937
133-C	May 16, 1937	September 30, 1937
133-D	April 19, 1937	October 9, 1937

Will you please advise if the latter dates are correct?

Yours very truly,

W. H. LYNCH
District Engineer

133-C

RECEIVED
OCT 11 1937
FOR FILING

RE ION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No. ____________

POST OFFICE BUILDING
PORTLAND, OREGON

October 6, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 133-C, Newport Landscaping Section, Coast Highway, ____________, was made by a representative of this office on September 30, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

ron

Form 230—22944—5M—7-35

133-e

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For week ending July 17th 1937

Section Yaquina Bay & Alsea Bridge [illegible] Prefix 21-[illegible] Order No.

Amount authorized, $ 3,748.12; work completed 90 %; money spent 80 %

Description of job [illegible]

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts: Supervision	391.44	71.13	462.57
Labor	1248.00	30.00	1278.00
"Y" Accounts:*			
	1050.00	160.00	1210.00
"Z" Accounts:			
Equipment Rental			
Equipment Repairs			
Equipment Supplies			
Tools and Miscellaneous			
Totals	2689.44	261.13	2950.57

Average number of men employed 8

Weather report Warm

Average number of trucks 2

Other major equipment

Lost time and cause of delays

Work accomplished

Remarks:

C. W. Bramblett
Foreman

*List separately the principal items of material entering into the work.

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Maintenance Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.

Stencil No. 124
Oregon FAP No. 133-C
Newport Sec. of the
Oregon Coast Hwy.

July 6, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Ton

Ag. 22382

Form P. R. 2
State Oregon
Project No. 133-C

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of April, 1937

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 21st day of April, 1932, a project statement, which was approved by the Secretary on the 13th day of May, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 31st day of March, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of nine hundred thirty and no/100 dollars ($930.00) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

9—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920 (include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 193+76.6 at the south city limits of Newport, the southerly end of Section B of said project, and survey station 198+04, at the north end of the bridge over Yaquina Bay

, length 0.080 of a / mile~~s~~ in Lincoln County,

being Section C of Oregon project No. 133, consisting of

0.080 of a mile/ of roadside improvement. ~~[illegible] bridges [illegible] than 20 feet clear span~~

~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

[illegible]

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of nine hundred thirty and no/100 dollars ($930.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one thousand, five hundred twenty-three and no/100 dollars ($1,523.00), the approved total estimated cost of Section C of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 16th day of June, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 9—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 133-C, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 1,523.00 as the total estimated cost of said project, and the sum of $ 930.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 16th day of June
one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4230

RECEIVED
MAY 28 1937
FOR FILING

133 a-c

May 27, 1937

Mt. States Power Company
Albany, Oregon

Attention: Mr. Caulfield, Cr. Mgr.

Gentlemen:

Supplementing my letter to you under date of May 25, regarding the account of Mr. Stevenson, I am attaching hereto a copy of a letter received today from the Consolidated Highway Company, Inc., which is self-explanatory.

Very truly yours,

HBG:MC

Secretary

encl.

CONSOLIDATED HIGHWAY COMPANY, Inc.
PORTLAND, OREGON

[illegible] 1937 [illegible]

May 26th, 1937.

Oregon State Highway Commission,
Salem, Oregon
Att: Mr. H. B. Glaisyer,

Gentlemen:

Your letter under date of May 25th received in reference to the account of Mr. Stevenson to the Mountain States Power Company.

It was impossible for this Company to deduct any amounts from a payroll. We accepted an order signed by Mr. Stevenson on the Mountain States Power Company on his Truck rental subject to an attachment that was filed against him.

However on May 20th this was released by the Courts and as per our agreement of March 20th mailed the Mountain States Power Company their check for $18.00 covering the order.

We do not think it is necessary for any further explanation on this and we consider the incident closed.

Yours very truly,

CONSOLIDATED HIGHWAY COMPANY, INC.

By John Logan

JL:AL

RECEIVED
MAY 26 1937
FOR FILING
1339-2

May 25, 1937

Consolidated Highway Company, Inc.
519 Henry Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that we have just received from the Mountain States Power Company relative to its claim against one Ross Stevenson who, it appears, worked for you last fall at Newport.

You will note the assertion that Mr. Stevenson gave you an order to pay $18 to the Mountain States Power Company. It seems to us that, if such arrangements were made and you deducted $18 from the amount due Mr. Stevenson, then it is up to you to pay this to the Mountain States Power Company in accordance therewith. I am bringing this to your attention because the claim arises out of a state highway contract.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

May 25, 1937

Mountain States Power Company

Albany, Oregon

Attention: J. R. Cawlfield
Credit Manager

Gentlemen:

This acknowledges your letter of the 22nd instant advising of your claim against one Ross Stevenson, an employe of the Consolidated Highway Company, Inc., and we note the arrangements that were made for the payment of this account.

I am bringing your letter to the attention of the Consolidated Highway Company and trust that the matter will be taken care of in the near future.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

MOUNTAIN STATES POWER COMPANY

PIONEERS IN PUBLIC SERVICE

[illegible] 1937
STATE HIGHWAY COMMISSION

Albany, Oregon
May 22, 1937

Mr. R. H. Baldock
State Highway Commission
Salem, Oregon

Dear Sir:

We have had considerable difficulty in trying to collect a bill of rather minor importance in amount against the Consolidated Highway Company, Inc. Henry Building, Portland.

The account in question is an assignment of an employee of theirs, Ross Stevenson, who was employed by them last fall in Newport. He gave the Construction Company an order to deduct $18.00 from his pay and send to us. The $18.00 was supposedly deducted, but never sent to us.

Several months ago Stevenson had an attorney write to this Company, and on March 20, we received a purchase order acknowledging the account. To date they have not paid the account, or will not answer our letters.

If there is anything you could do in assisting us to collect this account, we would greatly appreciate it. This company may have been operating as the Loren Construction Company although, the purchase order is on the Consolidated Highway Company, Inc.

Yours very truly,

MOUNTAIN STATES POWER COMPANY

E. H. Caulfield
Credit Manager

JJC:[illegible]
cc

Copy of Letter to
Consolidated Hwy Co.

ACKNOWLEDGED
H. B. GLAISYER

Form 230—32944—3M—7-35

133-C

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For week ending May 22, 1937

Section North Approach Yaquina Bay Bridge Order No.

Amount authorized, $ 1,573.60; work completed %; money spent %

Description of job Roadside Improvement.

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts: Supervision	14.52	90.49	105.01
Labor		240.00	240.00
"Y" Accounts:*			
"Z" Accounts:			
Equipment Rental			
Equipment Repairs			
Equipment Supplies			
Tools and Miscellaneous			
Totals		330.49	345.01

Average number of men employed 15

Average number of trucks 3

Other major equipment —

Weather report Fair

Lost time and cause of delays —

MAY 25 1937

Work accomplished

Remarks:

C. W. Bramblett
Foreman

*List separately the principal items of material entering into the work.

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Maintenance Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

RECEIVED
MAY 1 1937
FOR FILING
133-C

April 21, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Newport Section, F. A. Project No. 133-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

RECEIVED
APR 14 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

RECEIVED
APR 13 1937
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO. Ore. 133-C
Newport Section of the
Oregon Coast Hwy.

April 12, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

RECEIVED
APR 14 1937
FOR FILING

133-C

March 24, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for landscaping work on the Newport Section, Federal Aid Project No. 133-C.

Five copies of specifications and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 133-C

NEWPORT SECTION OF THE
OREGON COAST HIGHWAY IN LINCOLN COUNTY

(Estimate as basis for project agreement. Based on estimated costs of State force construction).

Salem, Oregon, March 23, 1937

Completed Work: Statement of completed work to be submitted prior to submission of final voucher.

Roadside Improvement (Sta. 193+76.6 to 198+04)

3	only	Trees (Purchased Stock)	$ 5.00	$ 15.00
115	only	Trees (Native Stock)	0.26	29.90
3,537	only	Shrubs (Native Stock)	0.33	1,167.21
1	ton	Fertilizer (Tankage)	75.00	75.00
4,900	sq. yds.	Seeding	0.02	98.00
			Subtotal	$ 1,385
			10% Engr. & Cont.	138
			Total	$ 1,523

Length .080 miles

Cost per mile $ 19,037

Federal Aid Funds Requested- $ 930
State Funds- 593

$ 1,523

State Funds for Construction: Chap. 175, laws 1917; Chap. 41, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

NEWPORT SECTION

FEDERAL AID PROJECT NO. 133-C

(Analysis of cost of planting trees and shrubs. Work to be performed by State Forces).

TREES (PURCHASED STOCK)

Materials

1 Liquidamber styraciflua (Sweet Gum)	$ 3.50	
1 Acer platanoides (Norway Maple)	2.50	
1 Acer platanoides schwedleri (Schwedler Maple)	2.50	
		$ 8.50

Labor

Laborer	8 man hours at $0.50	$ 4.00

Miscellaneous

Small Tools, etc.	$ 2.50
	$15.00

$\frac{\$15.00}{3}$ = $5.00 each

NATIVE TREES

2 Picea sitchensis (Sitka Spruce)
113 Pinus contorta (Shore Pine)

Labor

Laborers	30 man hours at $0.50	$ 15.00	
Truck Driver	6 man hours at 0.50	3.00	
Foreman		3.00	
			$21.00

Equipment

Truck	6 hours at $1.00	$ 6.00

Supplies

Gas and Oil	$ 2.00

Miscellaneous

Small Tools, etc.	$ 1.00
	$30.00

$\frac{\$30.00}{115}$ = $0.26 each

NATIVE SHRUBS

1,095 Arctostaphylus uva-ursi (Kinnikinnie)
40 Arctostaphylus tomentosa (Woolly Manzanita)
1,122 Rhododendron Californica (Coast Rhododendron)
1,280 Vaccinium ovatum (Huckleberry)

Labor

Laborers	1,250 man hours at $0.50	$ 625.00	
Truck Drivers	190 man hours at 0.50	95.00	
Foreman		130.00	
			$ 850.00

Equipment

Truck	190 hours at $1.00	$ 190.00

Supplies

Gas and Oil	$ 80.00

Miscellaneous

Small Tools, etc.	$ 50.00
	$1,170.00

$\frac{\$1,170.00}{3,537}$ = $0.33 each

FERTILIZER (TANKAGE)

Material

1 Ton Fertilizer F.O.B. Job	$ 54.00

Labor

Laborers	24 man hours at $0.50	$ 12.00	
Truck Driver	2 man hours at 0.50	1.00	
Foreman		5.00	
			$ 18.00

Equipment

Truck	2 hours at $1.00		$ 2.00

Supplies

Gas and Oil			$ 1.00
			$ 75.00

$$\frac{\$75.00}{1} = \$75.00 \text{ per Ton}$$

SEEDING

Materials

50 lbs. Fancy Red Top at $0.35		$ 17.50	
50 lbs. Seaside Creeping Bent at $0.60		30.00	
			$ 47.50

Labor

Laborers	60 man hours at $0.50	$ 30.00	
Truck Driver	4 man hours at $0.50	2.00	
Foreman		6.00	
			$ 38.00

Equipment

Truck	4 hours at $1.00		$ 4.00

Supplies

Gas and Oil			$ 2.00

Miscellaneous

Small Tools, etc.			$ 6.50
			$ 98.00

$$\frac{\$98.00}{4,900} = \$0.02 \text{ per sq. yd.}$$

Oregon State Highway Department Federal Aid Project No. 133-C

NEWPORT SECTION OF THE
OREGON COAST HIGHWAY IN LINCOLN COUNTY

(Estimate as basis for project agreement. Based on estimated costs of State forces construction).

Salem, Oregon, March 23, 1937

Completed Work: Statement of completed work to be submitted prior to submission of final voucher.

Roadside Improvement (Sta. 193+76.6 to 198+04)

3	only	Trees (Purchased Stock)	$ 5.00	$ 15.00
115	only	Trees (Native Stock)	0.26	29.90
3,537	only	Shrubs (Native Stock)	0.33	1,167.21
1	ton	Fertilizer (Tankage)	75.00	75.00
4,900	sq. yds.	Seeding	0.02	98.00
			Subtotal	$ 1,385
			10% Engr. & Cont.	138
			Total	$ 1,523

Length .080 miles

Cost per mile $ 19,037

Federal Aid Funds Requested- -	$ 930
State Funds- -	593
	$ 1,523

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

NEWPORT SECTION

FEDERAL AID PROJECT NO. 133-C

(Analysis of cost of planting trees and shrubs. Work to be performed by State Forces).

TREES (PURCHASED STOCK)

Materials

1 Liquidambar styraciflua (Sweet Gum)		$ 3.50	
1 Acer platanoides (Norway Maple)		2.50	
1 Acer platanoides schwedleri (Schwedler Maple)		2.50	$ 8.50

Labor

Laborer	8 man hours at $0.50		$ 4.00

Miscellaneous

Small Tools, etc.			$ 2.50
			$15.00

$\frac{\$15.00}{3}$ = $5.00 each

NATIVE TREES

2 Picea sitchensis (Sitka Spruce)
113 Pinus contorta (Shore Pine)

Labor

Laborers	30 man hours at $0.50	$ 15.00	
Truck Driver	6 man hours at 0.50	3.00	
Foreman		3.00	$21.00

Equipment

Truck	6 hours at $1.00		$ 6.00

Supplies

Gas and Oil			$ 2.00

Miscellaneous

Small Tools, etc. $ 1.00

$30.00

$\frac{\$30.00}{115}$ = $0.26 each

NATIVE SHRUBS

1,095 Arctostaphylos uva-ursi (Kinnikinnic)
40 Arctostaphylus tomentosa (Woolly Manzanita)
1,122 Rhododendron Californica (Coast Rhododendron)
1,280 Vaccinium ovatum (Huckleberry)

Labor

Laborers	1,250 man hours at $0.50	$ 625.00	
Truck Drivers	190 man hours at 0.50	95.00	
Foreman		130.00	
			$ 850.00

Equipment

Truck	190 hours at $1.00	$ 190.00

Supplies

Gas and Oil $ 80.00

Miscellaneous

Small Tools, etc. $ 50.00

$1,170.00

$\frac{\$1,170.00}{3,537}$ = $0.33 each

FERTILIZER (TANKAGE)

Material

1 Ton Fertilizer F.O.B. Job $ 54.00

Labor

Laborers	24 man hours at $0.50	$ 12.00	
Truck Driver	2 man hours at 0.50	1.00	
Foreman		5.00	
			$ 18.00

Equipment			
Truck	2 hours at $1.00		$ 2.00
Supplies			
Gas and Oil			$ 1.00
			$ 75.00

$\frac{\$75.00}{1}$ = $75.00 per Ton

SEEDING

Materials			
50 lbs. Fancy Red Top at $0.35		$ 17.50	
50 lbs. Seaside Creeping Bent at $0.60		30.00	$ 47.50
Labor			
Laborers	60 man hours at $0.50	$ 30.00	
Truck Driver	4 man hours at $0.50	2.00	
Foreman		6.00	$ 38.00
Equipment			
Truck	4 hours at $1.00		$ 4.00
Supplies			
Gas and Oil			$ 2.00
Miscellaneous			
Small Tools, etc.			$ 6.50
			$ 98.00

$\frac{\$98.00}{4,900}$ = $0.02 per sq. yd.

1936 FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

Stencil No. 124 DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon WPH 133-C
Newport Section, Ore.Coast Hwy.

133-C

November 20, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

Encls.

Jean

ER-440- 5350

Form P. R. 2

State Oregon

U. S. Works Program Highway Project No. WPH 133, Sec. C

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

Memorandum of Agreement made this 15th day of September, 1936

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935, (Public Res. No. 11, 74th Cong.):

Whereas the Highway Department of said State submitted on the 21st day of April, 1932, a revised project statement, which was approved by the Secretary on the 13th day of May, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 27th day of February, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-one thousand, one hundred thirty-six and 44/100 dollars ($ 21,136.44) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from funds appropriated under act approved April 8, 1935 (Public Res. No. 11, 74th Cong.) and any part thereof not provided from such funds shall be met from State funds available under Chapter 175, Laws 1917, and Chapter 31, Laws 1920.
(Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 193+76.6 at the south city limits of Newport, the southerly end of Section B of said project, and survey station 198+04 at the north end of the bridge over Yaquina Bay

, length 0.080 of a mile in Lincoln County, being Section C of Oregon U.S. Works Program Highway / project No. WPH 133, consisting of 0.080 of a mile of roadway and no bridges, of more than 20 feet clear span, .

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of twenty-one thousand, one hundred thirty-six and 44/100 dollars ($21,136.44), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-three thousand, eighty-six and 44/100 dollars ($23,086.44), the approved total estimated cost of Section C of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 6th day of Nov., 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich
Member, State Highway Commission
(Title of officer)

By F. F. Tou Velle
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

[redacted]

SECRETARY OF AGRICULTURE
By
Acting Chief, Bureau of Public Roads.

1.38.

Form PR. 9—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Works Program Highway Project No. WPH 133-C, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 23,086.44 as the total estimated cost of said project, and the sum of $ 21,136.44 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 6th day of Nov. one thousand nine hundred and thirty-six

Secretary of Agriculture,

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4829

September 16, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Newport Section, Project No. WPH 133-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

RECEIVED
NOV 16 1936
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

133-C

November 13, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPH No. 133-C, Newport Section, Oregon Coast Highway, Lincoln County ________________________, was made by a representative of this office on October 26, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon WPH 133-C

POST OFFICE BUILDING
PORTLAND, OREGON

Sept. 12, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

133-C

June 30, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Newport Section, Project No. WPH 133-C.

Due to the plans quantity summary sheet being incorrect, the previous estimate contains certain discrepancies, and the following corrections have been made to conform the agreement estimate to the contract quantities:

Roadside Improvement

Trench Excavation, - 550 cu. yds. changed to 500 cu. yds.
Truck Haul, - 3,150 yd. mi. changed to 2,650 yd. mi.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ME

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPH 133-C

NEWPORT SECTION OF THE
OREGON COAST HIGHWAY IN LINCOLN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 13, 1936

Roadwork (Sta. 193+76.6 to Sta. 198+04)

All Required		Clearing and Grubbing		$ 377.95
6,700	cu. yds.	Special Borrow, North of Bridge	$ 0.26	1,742.00
3,350	yd. mi.	Truck Haul	0.12	402.00
.08	mile	Finishing Roadbed and Slopes	1,000.00	80.00
400	lin. ft.	Concrete Curb	0.60	240.00
250	cu. yds.	Rock Subbase	1.40	350.00
100	cu. yds.	¾" - 0" Rock in Surfacing	1.93	193.00
50	cu. yds.	¼" - 0" Screenings on Parking Areas and Footpaths	2.50	125.00
450	cu. yds.	Hauling and Placing State-owned Rock	0.60	270.00
120	cu. yds.	Filler	0.40	48.00
120	yd. mi.	Hauling Filler	0.20	24.00
120	M-Gal.	Sprinkling	2.00	240.00
120	cu. yds.	Placing Mineral Aggregate	1.80	216.00
6	Tons	Asphalt in Place	40.00	240.00
1	Ton	Emulsified or Cutback Asphalt in Seal Coat	40.00	40.00
		Subtotal		$ 4,587.95
		10% Engr. & Cont.		458.79
		Total		$ 5,046.74

Length 0.080 mile
Cost per mile $ 63,084.25

Roadside Improvement (Sta. 193+76.6 to Sta. 198+04)

500	cu. yds.	Trench Excavation	$ 1.00	$ 500.00
9,700	cu. yds.	Excavation, Single Classification	0.24	2,328.00
5,800	cu. yds.	Special Borrow, North of Bridge	0.26	1,508.00

2,650	yds. mi.	Truck Haul	$ 0.12	$ 318.00
500	cu. yds.	Placing Top Soil Cover	1.40	700.00
120	lin. ft.	12" Corr. Iron Pipe	1.35	162.00
2	only	Concrete Catch Basins	30.00	60.00
300	cu. yds.	Class "D" Concrete	22.00	6,600.00
37,000	lbs.	Metal Reinforcement	0.05	1,850.00
100	cu. yds.	¾" - 0" Rock in Surfacing	1.93	193.00
550	cu. yds.	Hauling and Placing State-owned Rock	0.60	330.00
30	cu. yds.	Filler	0.40	12.00
30	yd. mi.	Hauling Filler	0.20	6.00
30	M-Gal.	Sprinkling	2.00	60.00
			Subtotal	$ 14,627.00
			10% Engr. & Cont.	1,462.70
			Total	$ 16,089.70

Length .080 mile
Cost per mile $ 201,121.25

WPH Funds Requested:

Roadwork- $ 5,046.74
Roadside Improvement- - - - - - - - - - - - - 16,089.70
$ 21,136.44

	Roadwork	Roadside Improvement
Estimated Labor Required	2,500 man-hours	9,000 man-hours
Cost of Labor	$ 1,600	$ 5,600
Cost of Materials	$ 300	$ 2,800

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

NON-PARTICIPATING ITEMS

(Crushed Rock in Stockpile - Furnished under Contract No. 1611)

Roadwork

80	cu. yds.	2½" - 1¼" Crushed Rock in Stockpile	$ 1.95	$ 156.00
200	cu. yds.	2½" - ¾" Crushed Rock in Stockpile	1.95	390.00

150 cu. yds.	1½" - ¾" Crushed Rock in Stockpile	$ 1.95	$	292.50
20 cu. yds.	¾" - ¼" Crushed Rock in Stockpile	1.95		39.00
			$	877.50

Roadside Improvement

320 cu. yds.	2½" - ¾" Crushed Rock in Stockpile	$ 1.95	$	624.00
130 cu. yds.	1½" - ¾" Crushed Rock in Stockpile	1.95		253.50
100 cu. yds.	¾" - ¼" Crushed Rock in Stockpile	1.95		195.00
			$	1,072.50

Oregon State Highway Department

U. S. Works Program
Project No. WPH 135-[illegible]

NEWPORT SECTION OF THE OREGON COAST HIGHWAY IN LINCOLN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 26, 1936

Roadwork (Sta. 193+76.6 to Sta. 198+04)

All Required		Clearing and Grubbing		$ 1,000.00
6,700	cu. yds.	Special Borrow, North of Bridge	$ 0.25	1,675.00
3,350	yd. mi.	Truck Haul	0.15	502.50
.08	mile	Finishing Roadbed and Slopes	200.00	16.00
400	lin. ft.	Concrete Curb	0.60	240.00
250	cu. yds.	Rock Sub-base	1.20	300.00
100	cu. yds.	¾" - 0" Rock in Surfacing	2.00	200.00
50	cu. yds.	¾" - 0" Screenings on Parking Areas and Footpaths	2.00	100.00
450	cu. yds.	Hauling and Placing State-owned Rock	0.70	315.00
120	cu. yds.	Filler	0.50	60.00
120	yd. mi.	Hauling Filler	0.20	24.00
120	M-Gal.	Sprinkling	1.50	180.00
120	cu. yds.	Placing Mineral Aggregate	1.50	180.00
6	tons	Asphalt in Place	30.00	180.00
1	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00	30.00
		Subtotal		$ 5,002.50
		10% Engr. & Cont.		500.25
		Total		$ 5,502.75

Length .008 mile
Cost per mile $687,843.75

Roadside Improvement (Sta. 193+76.6 to Sta. 198+04)

550	cu. yds.	Trench Excavation	$ 1.00	$ 550.00
9,700	cu. yds.	Excavation, Single Classif.	0.25	2,425.00
5,800	cu. yds.	Special Borrow, North of Bridge	0.25	1,450.00

3,150	yd. mi.	Truck Haul	$ 0.15	$ 472.50
500	cu. yds.	Placing Top Soil Cover	0.50	250.00
120	lin. ft.	12" Corr. Iron Pipe	1.25	150.00
2	only	Concrete Catch Basins	30.00	60.00
300	cu. yds.	Class "B" Concrete	25.00	7,500.00
37,000	lbs.	Metal Reinforcement	0.06	2,220.00
100	cu. yds.	¾" - 0" Rock in Surfacing	2.00	200.00
550	cu. yds.	Hauling and Placing State-owned Rock	0.70	385.00
30	cu. yds.	Filler	0.50	15.00
30	yd. mi.	Hauling Filler	0.20	6.00
30	M-Gal.	Sprinkling	1.50	45.00
			Subtotal	$ 15,728.50
			10% Engr. & Cont.	1,572.85
			Total	$ 17,301.35

Length	.008 mile
Cost per mile	$2,162,668.75

WPA Funds Requested:

Roadwork- - - - - - - - - - - - - - - - -	$ 5,502.75
Roadside Improvement- - - - - - - - - -	17,301.35
	$ 22,804.10

	Roadwork	Roadside Improvement
Estimated Labor Required	2,500 man-hours	9,000 man-hours
Cost of Labor	$ 1,600	$ 5,600
Cost of Materials	$ 300	$ 2,800

NON-PARTICIPATING ITEMS

(Crushed Rock in Stockpile - Furnished under Contract No. 1611)

Roadwork

80	cu. yds.	2½" - 1½" Crushed Rock in Stockpile	$1.95	$ 156.00
200	cu. yds.	2½" - ¾" Crushed Rock in Stockpile	1.95	390.00
150	cu. yds.	1½" - ¾" Crushed Rock in Stockpile	1.95	292.50
20	cu. yds.	¾" - ¼" Crushed Rock in Stockpile	1.95	39.00
				$ 877.50

DEPARTMENT OF AGRICULTURE

Roadside Improvement

320	cu. yds.	2½" - 1½" Crushed Rock in Stockpile	$ 1.95	$ 624.00
130	cu. yds.	1½" - ¾" Crushed Rock in Stockpile	1.95	253.50
100	cu. yds.	¾" - ¼" Crushed Rock in Stockpile	1.95	195.00
				$ 1,072.50

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.________

STATE HIGHWAY

March 31, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are today recommending for approval revised papers covering Oregon WPH Project No. 133-C, the Newport Section of the Oregon Coast Highway, subject to final review and approval by the Chief Engineer. This is your authority for readvertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM [illegible]

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

133-C

IN REPLY PLEASE
REFER TO FILE NO.

May 14th, 1936

Mr. E. E. Wilson
First National Bank
Corvallis, Oregon

Dear Sir:

In regard to the removal of sand from your property at the north end of the Yaquina Bay, I beg to advise that we have made arrangements to obtain our borrow from City property in that vicinity, but it is possible that we could remove the sand from your land if it would be more convenient or if we find a shortage on the City property.

Mr. B. O. Johnson, Court House, Corvallis, has charge of this project, and I will instruct him to contact you regarding the location of your lots.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
B. O. Johnson

FORM 9-6-1 1M 4-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

133-C

May 14th, 1936

IN REPLY PLEASE REFER TO FILE No.

Mr. B. C. Johnson
Resident Engineer
State Highway Dept.
Corvallis, Oregon

Dear Sir:

Herewith, letter from E. E. Wilson, First Nation Bank of Corvallis, offering the sand on his lots in case you need additional borrow at the north end of the Yaquina Bay Bridge.

Will you kindly contact Mr. Wilson and advise him if more material is needed.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 133-C

POST OFFICE BUILDING
PORTLAND, OREGON

February 27, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon U. S. Works Program Project No. WPH 133-C, the Newport Section, Oregon Coast Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

We are recommending approval of this project as a minor change with the request that you place it upon the first revision of the WPH program.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T M Davis
T. M. Davis
Highway Engineer

Jon

April 16, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Works Program Highway Projects Nos. WPH 133-A and WPH 133-C, approaches to Yaquina Bay Bridge on Oregon Coast Highway, to Consolidated Highway Co., Portland, Oregon, who submitted the low combination bid covering FAP 150-C, WPH 133-A and WPH 133-C, in accordance with the stipulations set out in the specifications covering these projects.

Very truly yours,

W. H. LYNCH
District Engineer

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FOR FILING

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July 29, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of July 20, 1938, concerning the final vouchers for Projects Nos. FA 133-A, C and D.

The form on which the vouchers were written was discussed with Mr. Stanley a few days ago, at which time we explained that the type of the work was considerably different from that contemplated by the Forms R-1 and R-2, which are examples of the methods to be used in preparing the agreement estimate and cost analysis. However, in the case of the projects listed above, the work was of such nature that the forms of estimates and cost data were changed to more clearly give a comprehensive estimate for that particular type of work. It appears logical that since the form was acceptable in the agreement estimates, the final vouchers, prepared in a similar manner, will, likewise, be acceptable. We wish to call to your attention the final vouchers for Projects Nos. 180-B and C, submitted previously, were identical in form to these in question, and these were apparently acceptable since the final payments have been received.

The dates of beginning and completing work from telegraphic advice are correct and are the ones which should be used.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

July 20, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

DearSir:

Reference is made to the final vouchers for Oregon Federal Aid projects 133-A, 133-C and 133-D, landscaping on the Oregon Coast Highway.

The vouchers have not been prepared in accordance with Mr. MacDonald's memorandum of April 30, 1935, and it is requested that they be rewritten in conformity with the instructions given therein. Forms R-1 (final estimate) and R-2 (summary analysis sheet) should be submitted with the revised vouchers.

Will you also please advise as to the reason for adding ammonium sulphate to the estimate for FAP 133-C?

Our records of beginning and completion of work from telegraphic advice show the following dates:

Project	Began	Completed
133-A	May 18, 1937	October 6, 1937
133-C	May 18, 1937	October 6, 1937
133-D	June 4, 1937	October 11, 1937

The dates shown by Mr. Otten on the field estimates and used on the vouchers are as follows:

Project	Began	Completed
133-A	May 12, 1937	October 5, 1937
133-C	May 16, 1937	September 30, 1937
133-D	April 19, 1937	October 9, 1937

Will you please advise if the latter dates are correct?

Yours very truly,

WH Lynch

W. H. LYNCH
District Engineer

#1850

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January 19, 1938

Mr. R. M. Bain
General Delivery
Newport, Oregon

Dear Sir:

Responding to your inquiry of January 17, wish to advise that the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland, Oregon, and McCollister & Campbell are general agents with offices in Room 300 Central Building, Seattle, Washington, wrote the bonds for the Consolidated Highway Company's contracts.

You failed to state which job your claim was incurred against. The Consolidated Highway Company has had two contracts in the vicinity of Newport, one being Contract No. 1850 for approaches to the Yaquina Bay Bridge and the other being contract No. 1851 for construction of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway. I would suggest that you make a demand on the bonding company for the payment of your claim, advising of the job against which you are filing your claim.

I would also suggest that you file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed. This is necessary in order to hold the bond responsible and liable for the payment of claims subsequent to the expiration of a period of six months from date of completion of the contract and acceptance thereof by the State Highway Commission.

Very truly yours,

HBG:AM

Secretary

1850
1851

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[illegible]
STATE HIGHWAY COMMISSION

Newport Oregon
Jan., 17, 1938

State Highway Dept.
Salem, Oregon.

Dear Sirs:

Would you please send me the address of the Consolidated Highway Co's Bondsmen

The address of this Co, is Box 5-661 Kenton Station Portland, Oregon.

I am still trying to get a settlement of my truck wages from $92.00. They sent me a check for 31 cents, for truck wages in full, which is very incorrect.

So, I will be very much obliged if you will send me the address of their Bonding Co.

please answer as soon as posibl

Sincerely
yours,
R. H. Bair
Gen. Del.
Newport,
Oregon

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DEC 29 1937
FOR FILING

133-a+c

December 28, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of December 22, 1937, concerning the item of "Placing Top Soil Cover" on Projects WPH 133-A & C.

It appears the overrun was occasioned by insufficient quantity being set up in the preliminary estimate, due to the nature of the materials in the roadway slopes being such that a greater quantity of top soil was required to provide adequate cover than was originally anticipated. The report from the field engineer stated that no additional areas were covered and the depth was kept to a minimum to prevent a greater overrun than was absolutely necessary.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/HR

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

1937

December 22, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Our review of the final vouchers for Oregon projects WPH 133-A and C, approaches to Yaquina Bay Bridge, Oregon Coast Highway, indicates that the item of "Place Top Soil Cover" overran considerably on both Sections A and C, the total overrun being 2982.9 Cu.Yds., or $4,176.06. The explanation of this overrun was omitted from the statement of overruns and underruns accompanying the vouchers, and advice is requested as to the reasons therefor.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

133-a

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UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREGON

October 6, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 133-A, South Approach Yaquina Bay Bridge, Oregon Coast Highway ________, was made by a representative of this office on September 30, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.

Stencil No. 124

Oregon FAP No. 133-A
South Approach to Yaquina Bay
Bridge on Ore.Coast Hwy.

July 6, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Fox

Hwy. 12681

Section A,
Oregon Project No. 133

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on August 12, 1932 by the Oregon State Highway Commission, and on August 25, 1932 by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section A of Oregon Project No. 133; and

WHEREAS, the plans and specifications previously approved for said Section A provided for the construction of 12.791 miles of bituminous macadam road, in Lincoln County, for which the estimate approved was $47,553.00 and $29,592.23 Federal funds were set aside to the credit of said Section A; and

WHEREAS, the construction of said Section A in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $42,260.02 and voucher in the sum of $26,298.41 has been passed for payment as the share of the Federal Government on said Section A; and

WHEREAS, the said Oregon State Highway Commission now requests a reopening of said Section A and a revision of the plans, specifications and estimate approved therefor to provide for extending the project northerly to survey station 230+64.6 at the south end of the Yaquina Bay Bridge, thereby increasing its length from 12.791 miles to 12.884 miles, and to provide for roadside improvements between survey stations 230+64.6 and 235+60.0 at an estimated cost of $1,397.00, and by reason thereof has

Retain the blue copy for your own file.

requested that the estimate of cost approved for said Section A be increased from the previous actual cost of $42,260.02 to $43,657.02, and that the Federal funds approved and set aside to the credit of said Section A be increased from the previous actual payment of $26,298.41 to $27,148.41:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture, that the plans, specifications and estimate approved for said Section A be revised in the manner above indicated, and that the said project be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of twenty-seven thousand, one hundred forty-eight and 41/100 dollars ($27,148.41) as the share of the United States payable under said act on account of said Section A, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article II shall read:

> "Article II. This agreement covers the following road as described in detail in said surveys, plans and specifications:
>
> "Between survey station 230+64.6 at the south end of the Yaquina Bay Bridge in Section 17, T. 11 S., R. 11 W., W. M. and survey station 1365+50 in Section 18, T. 13 S., R. 11 W., W. M., (excepting therefrom those portions between survey stations 235+60.0 and 246+08.6, 1018+47.0 and 1020+01.5 and between survey stations 854+03.0 and 854+98.0), length 12.884 miles, in Lincoln County, being Section A of Oregon project No. 133, consisting of 12.884 miles of roadway and no bridges of more than 20 feet clear span."

return the blue copy for your own file.

Paragraph (a) of Article III shall read:

> "(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of twenty-seven thousand, one hundred forty-eight and 41/100 dollars ($27,148.41), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty-three thousand, six hundred fifty-seven and 02/100 dollars ($43,657.02), the approved total estimated cost of Section A of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the

retain the blue copy for your own file.

28th day of April, 1937 and the Secretary of Agriculture on the 16th day of June, 1937.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By F L TouVelle
Member, State Highway Commission

SECRETARY OF AGRICULTURE

By
Acting Chief, Bureau of Public Roads

Section A,
Oregon Project No. 133

retain the blue copy for your own file.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as Project No. **133-A**, State of **Oregon**

Second. That in accordance with said provisions I have approved the sum of $ **43,657.02** **in lieu of the previous actual payment of $26,298.41** as the total estimated cost of said project, and the sum of $ **27,148.41** / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 26th day of June one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4330

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Maintenance Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

133469

Form 230—22944—3M—7-35

RECEIVED
1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For week ending June 19th

Section Yaquina Bay + Alsea Bay Bridges Prefix .... Order No. ....

Amount authorized, $ 3749.12; work completed 85 %; money spent 72 %

Description of job Roadside Improvement.

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts: Supervision	317.94	73.50	391.44
Labor	1020.00	228.00	1248.00
"Y" Accounts:*	950.00	100.00	1050.00
"Z" Accounts:			
Equipment Rental			
Equipment Repairs			
Equipment Supplies			
Tools and Miscellaneous			
Totals	2287.94	401.50	2689.44

Average number of men employed 14

Average number of trucks 3

Other major equipment —

Weather report Showers

Lost time and cause of delays None

RECEIVED
JUN 21 1937
CONST

Work accomplished

Remarks:

C. H. Rham

Foreman

*List separately the principal items of material entering into the work.

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Maintenance Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

133aeD

Form 230—22844—8M—7-35

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For week ending June 12th

Section Yaquina Bay & Alsea Bay Bridges Prefix .... Order No. ....

Amount authorized, $ 3,409.12; work completed 75 %; money spent 67 %

Description of job Roadside Improvement

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts: Supervision	244.44	73.50	317.94
Labor	[illegible]	[illegible]	1020.00
"Y" Accounts:*			
Truck hire and materials & supplies	590.00	360.00	950.00
"Z" Accounts:			
Equipment Rental			
Equipment Repairs			
Equipment Supplies			
Tools and Miscellaneous			
Totals			$ 2287.94

Average number of men employed 15

Average number of trucks 3

Other major equipment —

Weather report Fair

Lost time and cause of delays None

Work accomplished ....

Remarks: ....

RECEIVED
JUN 18 1937
OFFICE OF
CONSTRUCTION ENGINEER

Foreman

*List separately the principal items of material entering into the work.

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Maintenance Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

RECEIVED
JUN 12 1937
FOR FILING

133-C #1850
150-C #1851

June 10, 1937

Mr. James L. Conley
Attorney and Counselor at Law
1512 Public Service Building
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of June 8, enclosing two affidavits of C. D. Kelley in connection with two construction contracts of the Consolidated Highway Company---Nos. 1850 and 1851---for construction of approaches to the Yaquina Bay Bridge, and for grading, surfacing and oiling the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, respectively, the former in the amount of $410.00 and the latter in the amount of $2,051.86.

The certified copies of contract and bond which you requested were forwarded to you by express on June 9.

Very truly yours,

Secretary

MPL

#1850 +
#1851

JAMES L. CONLEY
ATTORNEY AND COUNSELOR AT LAW
1312 PUBLIC SERVICE BUILDING
PORTLAND, OREGON

RECEIVED
1937
STATE HIGHWAY COMMISSION

June 8, 1937.

Oregon State Highway Comm.,
Salem, Ore.

Attention: Mr. Glaisyer

Dear Glaisyer:

I enclose herewith two affidavits of C. D. Kelley in connection with two construction contracts of Consolidated Highway Company. I had no better description than Toledo-Simpson Creek job for one, and Yaquina Bridge job for the other. Trust this is sufficient to identify the two jobs.

Will you be good enough to forward certified copy of contract and bond in each of these contracts?

Thanking you for the courtesy.

Very truly yours,

Jas. L. Conley

JAS. L. CONLEY

JLC:RA

2 Typed Copies sent separately June 9th.
[illegible]

AFFIDAVIT

STATE OF OREGON
County of Union.....ss

I, C. D. KELLEY, being first duly sworn, on oath depose and say:

That I have a claim for labor and/or materials for truck and shovel rental in the sum of $2,051.86 against the bond taken from Consolidated Highway Company wherein said Consolidated Highway Company was principal and United States Fidelity and Guarantee Company was surety in connection with that certain contract between the State of Oregon and said Consolidated Highway Company, contract number ________ for certain construction work known as Toledo-Simpson Creek job.

That the same has not been paid or any part thereof, and I hereby make application to Oregon State Highway Commission for certified copy of the above mentioned contract and the bond given for the performance thereof.

Notice of claim has been filed with the Secretary of State of the State of Oregon as required by law.

C D Kelley

SUBSCRIBED and SWORN to before me this 7th day of June, 1937.

Notary Public for Oregon

My Comm. Expires: June 12 1940

RECEIVED
1937
STATE HIGHWAY COMMISSION

AFFIDAVIT

STATE OF OREGON,
County of Union.......ss

I, C. D. KELLEY, being first duly sworn, on oath depose and say:

That I have a claim for labor and/or materials for truck and shovel rental in the sum of $410.00 against the bond taken from Consolidated Highway Company wherein said Consolidated Highway Company was principal and United States Fidelity and Guarantee Company was surety in connection with that certain contract between the State of Oregon and said Consolidated Highway Company, contract number _______ for certain construction work known as Yaquina Bridge job, near Newport, Oregon.

That the same has not been paid or any part thereof, and I hereby make application to Oregon State Highway Commission for certified copy of the above mentioned contract and the bond given for the performance thereof.

Notice of claim has been filed with the Secretary of State of the State of Oregon as required by law.

C D Kelley

Subscribed and sworn to before me this 7th day of June, 1937.

Notary Public for Oregon

My Comm. Expires: Jan 17 1940

133A9

Form 260—22944—3M—7-35

56 56

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

Roadside Improvement. **For week ending** June 5th 1937

Section Yaquina Bay & Alsea Bay Bridges **Prefix** .... **Order No.** ....

Amount authorized, $ 3,749.12; **work completed** 50 %; **money spent** 42 %

Description of job Roadside Improvement.

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts:			
Supervision	171.62	72.82	244.44
Labor	516.00	224.00	740.00
"Y" Accounts:*			
Truck Hire & M.&S.	350.00	240.00	590.00
"Z" Accounts:			
Equipment Rental			
Equipment Repairs			
Equipment Supplies			
Tools and Miscellaneous			
Totals	1037.62	536.82	1574.44

Average number of men employed 15

Average number of trucks 3

Other major equipment 0

Weather report Good.

Lost time and cause of delays 1 Holiday

Work accomplished ....

RECEIVED
JUN 18 1937
OFFICE OF
CONSTRUCTION ENGINEER

Remarks: ....

C. W. Bramblett
Foreman

*List separately the principal items of material entering into the work.

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Maintenance Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

#1850 +
#1851

RECEIVED
JUN 10 1937
FOR FILING
133

RECEIVED
7 - 1937
OREGON
STATE HIGHWAY COMMISSION

June 5th, 1937.

United States Fidelity & Guaranty Co.,
615 Board Of Trade Building,
Portland, Oregon

Attention, Mr. Walter F. Cline,

Dear Sir:

In reference to two claims filed by C. D. Kelley on our contracts #1850 and #1851.

It is not our intentions to pay either one of these claims and we will resist them and stand a lawsuit for the reasons set out below.

Mr. Kelley had his Shovel in our Quarry, we paid him $1.25 per hour for his services and $.14¢ per yard for his Shovel. His Trucks were paid $1.75 per hour and $2.00 per hour under our big Shovel less his Truck Driver Payroll, expense and up-keep and we also made his Truck payments that were in default when he came on our contracts.

While the President of our Company was away the Finance Company was re-possessing his Trucks. Mr. Hibbard our Secretary and Treasurer rather than see Mr. Kelley lose his Trucks and his account was then indebted to the Consolidated Highway Company, Inc., made him a loan on his note for approximately $739.00. As it now stands with Mr. Kelley's note, his account with us is practically $1000.00 indebted to the Consolidated Highway Company, Inc.

Mr. Kelley never did at any time present us with a bill and apparently has used this means to try to force our Company to pay something that is not due him, so we assure you that this Company is ready and prepared to stand a lawsuit in defending any such claim, as this claim is entirely without merit.

Yours very truly,

CONSOLIDATED HIGHWAY COMPANY, INC.

By John A. Logan
President.

JL:AL
cc Ore. State Hwy. Commission.

NOTED
H B GLAISYER

Form 230—22944—3M—7-36

133-a

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For week ending May 29, 1937.

Section Yaquina Bay Plazak Prefix 21-1107 Order No.

Amount authorized, $ 2,998.72; work completed 25 %; money spent 35 %

Description of job Roadside Improvement

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts:			
Supervision	105.01	66.61	171.62
Labor	240.00	276.00	516.00
"Y" Accounts:*			
		350.00	350.00
"Z" Accounts:			
Equipment Rental			
Equipment Repairs			
Equipment Supplies			
Tools and Miscellaneous			
Totals	345.01	692.61	1037.62

Average number of men employed 15

Average number of trucks 2

Other major equipment 1

Weather report Fair

Lost time and cause of delays None

Work accomplished

1937

Remarks:

C. W. Bramlett
Foreman

*List separately the principal items of material entering into the work.

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Maintenance Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

#1850

RECEIVED
MAY 28 1937
FOR FILING
133 a & c

May 28, 1937

U. S. FIDELITY & GUARANTY COMPANY
G. B. Eckles, Agent
1112 Bedell Building
Portland, Oregon

Gentlemen:

We have received from the office of the Secretary of State three copies of a notice of claim by C. D. Kelley, in the amount of $410.54, against the Consolidated Highway Company, for work on the Yaquina Bay Bridge approaches, being State Highway Commission Contract No. 1850.

We are handing you herewith one of these notices inasmuch as you appear as surety on the bond furnished by the contractor, to whom we are also sending a copy.

Very truly yours,

Secretary

[illegible]

cc - Consolidated Highway Company
424 Henry Building, Portland

encl.

May 28, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt from your office of three copies of a notice of claim by C. D. Kelley, in the amount of $410.54, against the bond taken from Consolidated Highway Company, principal, and United States Fidelity & Guaranty Company, surety, for work on the Yaquina Bay Bridge approaches, being State Highway Commission Contract No. 1850.

Copies of this notice are being forwarded by us to the contractor and his surety.

Very truly yours,

Secretary

MBL

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
[illegible] 1937
OREGON
STATE HIGHWAY COMMISSION

May 25, 1937

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H.B.Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by C. D. Kelley for $410.54 against the bond taken from Consolidated Highway Company, principal, and U. S.Fidelity & Guarantee Company, surety, for work on the Yaquina Bay Bridge Job, which was received and filed in this office on May 13, 1937.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 3

COPY

TO THE STATE OF OREGON AND TO THE HONORABLE EARL SNELL, SECRETARY OF STATE:

NOTICE IS HEREBY GIVEN that the undersigned, C. D. Kelley, has a claim for rental of equipment towit: shovel and truck hire for the use of trucks and shovel in the sum of $110.54 against the bond taken from Consolidated Highway Company as principal and United States Fidelity and Guarantee Company as surety, for the use of trucks and shovel upon that certain job or contract between the State of Oregon through its highway department and Consolidated Highway Company, on what is known as the Yaquina Bridge Job.

C. D. KELLEY

By Jas. L. Conley
His Attorney in Fact

RECEIVED
MAY 1 1937
FOR FILING
133-a

April 29, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for landscaping of the South Approach, Yaquina Bay Bridge, FA Project No. 133-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

RECEIVED
APR 19 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. FAP 133-A
South Approach to Yaquina Bay
Bridge on Ore.Coast Hwy.

April 15, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the modified agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Jon

RECEIVED
APR 5 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 133-a

POST OFFICE BUILDING
PORTLAND, OREGON

March 31, 1937

[illegible] 1 1937
[illegible] ISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to advise of our recommendation today for approval of the necessary documents for reopening Oregon Federal Aid Project 133-A, the South Approach to Yaquina Bay Bridge Section of the Oregon Coast Highway. You are hereby authorized to proceed with construction on a force account basis, subject to the condition that any changes in plans or specifications required by the Chief Engineer of the Bureau will be made.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

Copy sent to
Otten, Apr. 1

RECEIVED
MAR 30 1937
FOR FILING

133-a

March 29, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of March 27, 1937, concerning the length of the Newport-Waldport Section, F. A. Project No. 133-A.

Please be advised that the estimate for landscaping of the South Approach to the Yaquina Bay Bridge, gives the length of completed work incorrectly and that the correct figure is 12.791 miles.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

MAR 29 1937

March 27, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the project agreement estimate submitted with P.S.& E. papers for Oregon Federal Aid Project No. 133-A, the landscaping of the South Approach to the Yaquina Bay Bridge on the Oregon Coast Highway.

The length of original Project No. 133-A was 12.791 miles. As we are unable to check the reduction in length shown for the length of completed work on the estimate now submitted, it is requested that we be furnished with your computations supporting the length of 12.279 miles. Further action on the project papers will be delayed pending further advice on this matter.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
MAY 12 1937
FOR FILING
133-A

March 24, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for landscaping work on the South Approach to Yaquina Bay Bridge, Federal Aid Project No. 133-A.

Five copies of specifications and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. 133-A

SOUTH APPROACH TO YAQUINA BAY BRIDGE

ON THE OREGON COAST HIGHWAY IN LINCOLN COUNTY

(Estimate as basis for project agreement. Based on estimated cost of State Force construction).

Salem, Oregon, March 23, 1937

COMPLETED FEDERAL AID WORK

Final Cost..$ 42,260.02
Federal Aid Paid..................................$ 26,298.41
Length of Roadway.................................12.279 miles

NEW WORK

Roadside Improvement (Sta. 230+64.6 to 235+60)

11	only	Native Trees	$ 0.25	$ 2.75
3,210	only	Native Shrubs	0.33	1,059.30
1	ton	Fertilizer (Tankage)	75.00	75.00
500	lbs.	Fertilizer (Ammonia Sulphate)	0.07	35.00
4,900	sq. yds.	Seeding	0.02	98.00
			Subtotal	$ 1,270
			10% Engr. & Cont.	127
			Total	$ 1,397

Length 0.093 mile
Cost per mile $ 15,021

Federal Aid Funds Requested.......................$ 850
State Funds.......................................547

$ 1,397

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

NORTH APPROACH TO YAQUINA BAY BRIDGE

FEDERAL AID PROJECT NO. 137-A

(Analysis of cost of planting trees and shrubs. Work to be performed by State Forces).

NATIVE TREES

11 Pinus Contorta (Shore Pine)

Labor

Laborers	4 man hours at $0.50	$ 2.00	
Truck Driver	½ " " " 0.50	.25	$ 2.25

Equipment

Truck	½ hour at $1.00	.50
		$ 2.75

$\frac{\$2.75}{11} = \$0.25$ each

NATIVE SHRUBS

1,100 Arctaphylus uva-ursi (Kinnikinic)
1,590 Rhododendron Californica (Coast Rhododendron)
520 Vaccinium ovatum (Huckleberry)

Labor

Laborers	1,160 man hours at $0.50	$ 580.00	
Truck Drivers	168 " " " 0.50	84.00	
Foreman		118.00	$ 782.00

Equipment

Truck	168 hours at $1.00	$ 168.00

Supplies

Gas and Oil	$ 79.00

Miscellaneous

Small Tools, etc.			$ 53.00
			$1,082.00

$\frac{\$1,082.00}{3,210} = \$0.33$ each

FERTILIZER (TANKAGE)

Materials

1 Ton Fertilizer F.O.B. Job			$ 54.00

Labor

Laborers	24 man hours at $0.50	$12.00	
Truck Driver	2 man hours at $0.50	1.00	
Foreman		5.00	
			$ 18.00

Equipment

Truck	2 hours at $1.00		$ 2.00

Supplies

Gas and Oil			$ 1.00
			$ 75.00

$\frac{\$75.00}{1} = \$75.00$ per Ton

FERTILIZER (AMMONIA SULPHATE)

Materials

500 lbs. Ammonia Sulphate F.O.B. Job at $0.05			$ 25.00

Labor

Laborers	15 man hours at $0.50	$7.50	
Truck Driver	1 man hour at $0.50	0.50	
Foreman		1.00	
			$ 9.00

Equipment

Truck	1 hour at $1.00		$ 1.00
			$ 35.00

$\frac{\$35.00}{500}$ = $0.07 per lb.

SEEDING

Materials

50 lbs. Fancy Red Top at $0.35		$17.50	
50 lbs. Seaside Creeping Bent at $0.60		30.00	$ 47.50

Labor

Laborers	60 man hours at $ 0.50	$30.00	
Truck Drivers	4 hours 0.50	2.00	
Foreman		6.00	$ 38.00

Equipment

Truck	4 hours at $1.00		$ 4.00

Supplies

Gas and Oil			$ 2.00

Miscellaneous

Small Tools, etc.			$ 6.50
			$ 98.00

$\frac{\$98.00}{4900}$ = $0.02 per sq. yd.

Oregon State Highway Department Federal Aid Project No. 133-A

SOUTH APPROACH TO YAQUINA BAY BRIDGE

ON THE OREGON COAST HIGHWAY IN LINCOLN COUNTY

(Estimate as basis for project agreement. Based on estimated cost of State Force construction).

Salem, Oregon, March 23, 1937

COMPLETED FEDERAL AID WORK

Final Cost	$ 42,260.02
Federal Aid Paid	$ 26,298.41
Length of Roadway	12.279 miles

NEW WORK

Roadside Improvement (Sta. 230+64.6 to 235+60)

11	only	Native Trees	$ 0.25	$ 2.75
3,210	only	Native Shrubs	0.33	1,059.30
1	ton	Fertilizer (Tankage)	75.00	75.00
500	lbs.	Fertilizer (Ammonia Sulphate)	0.07	35.00
4,900	sq. yds.	Seeding	0.02	98.00
			Subtotal	$ 1,270
			10% Engr. & Cont.	127
			Total	$ 1,397

Length	0.093 mile
Cost per mile	$ 15,021

Federal Aid Funds Requested	$ 850
State Funds	547
	$ 1,397

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

SOUTH APPROACH TO YAQUINA BAY BRIDGE

FEDERAL AID PROJECT NO. 133-A

(Analysis of cost of planting trees and shrubs. Work to be performed by State Forces).

NATIVE TREES

11 Pinus Contorta (Shore Pine)

Labor

Laborers	4 man hours at $0.50	$ 2.00		
Truck Driver	½ " " " 0.50	.25		$ 2.25

Equipment

Truck	½ hour at $1.00		.50
			$ 2.75

$\frac{\$2.75}{11}$ = $0.25 each

NATIVE SHRUBS

1,100	Arctaphylus uva-ursi (Kinnikinic)
1,590	Rhododendron Californica (Coast Rhododendron)
520	Vaccinium ovatum (Huckleberry)

Labor

Laborers	1,160 man hours at $0.50	$ 580.00	
Truck Drivers	168 " " " 0.50	84.00	
Foreman		118.00	$ 782.00

Equipment

Truck	168 hours at $1.00	$ 168.00

Supplies

Gas and Oil	$ 79.00

Miscellaneous

Small Tools, etc.	$ 53.00
	$1,082.00

$$\frac{\$1,082.00}{3,210} = \$0.33 \text{ each}$$

FERTILIZER (TANKAGE)

Materials

1 Ton Fertilizer F.O.B. Job			$ 54.00

Labor

Laborers	24 man hours at $0.50	$12.00	
Truck Driver	2 man hours at $0.50	1.00	
Foreman		5.00	$ 18.00

Equipment

Truck	2 hours at $1.00	$ 2.00

Supplies

Gas and Oil	$ 1.00
	$ 75.00

$$\frac{\$75.00}{1} = \$75.00 \text{ per Ton}$$

FERTILIZER (AMMONIA SULPHATE)

Materials

500 lbs. Ammonia Sulphate F.O.B. Job at $0.05	$ 25.00

Labor

Laborers	15 man hours at $0.50	$7.50	
Truck Driver	1 man hour at $0.50	0.50	
Foreman		1.00	$ 9.00

Equipment

Truck	1 hour at $1.00		$ 1.00
			$ 35.00

$$\frac{\$35.00}{500} = \$0.07 \text{ per lb.}$$

SEEDING

Materials

50 lbs. Fancy Red Top at $0.35	$17.50	
50 lbs. Seaside Creeping Bent at $0.60	30.00	
		$ 47.50

Labor

Laborers	60 man hours at	$ 0.50	$30.00	
Truck Drivers	4 hours	0.50	2.00	
Foreman			6.00	
				$ 38.00

Equipment

Truck	4 hours at $1.00	$ 4.00

Supplies

Gas and Oil	$ 2.00

Miscellaneous

Small Tools, etc.	$ 6.50
	$ 98.00

$$\frac{\$98.00}{4900} = \$0.02 \text{ per sq. yd.}$$

RECEIVED
MAR 25 1937
FOR FILING

133a+c

March 24, 1937

Horning Transfer

Toledo, Oregon

Attention: Kenneth R. Beal

Gentlemen:

This acknowledges receipt of your communication of March 22, 1937, advising of your claim in the amount of $171.06 for hauling and materials furnished The Consolidated Highway Company in connection with its contracts for the approaches to the Yaquina Bay Bridge on the Oregon Coast Highway, contract No. 1850, and for grading and surfacing on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, contract No. 1851, both jobs in Lincoln County; and $460 for moving equipment in connection The Consolidated Highway Company's contract for construction on the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County, contract No. 1929.

The Consolidated Highway Company was required to furnish the State with surety bonds for the protection of claims and to insure satisfactory completion of the contracts. These bonds were written by the United States Fidelity and Guaranty Company for whom G. B. Eckles is agent with offices in the Bedell Building, Portland. I am today notifying the bonding company of your claims. I would suggest that you also file your claims with the company and with the contractor. If you do not secure satisfaction by so doing, then file your claim with the Secretary of State in accordance with provisions of Chapter 280, Laws of Oregon, 1931, a mimeographed copy of which is inclosed for your information.

Very truly yours,

H. B. Glaisyer
Secretary

AM

March 24, 1937

The United States Fidelity & Guaranty Co.
G. B. Eckles Agent
Bedell Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claims of Horning Transfer against the bonds furnished by The Consolidated Highway Company in connection with the following State Highway Commission contracts: Contract No. 1850 for construction of approaches to the Yaquina Bay Bridge on the Oregon Coast Highway in Lincoln County; Contract No. 1851 for grading and surfacing on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway in Lincoln County; and Contract No. 1929 for surfacing on the Rock Creek-Wallowa Section of the Wallowa Lake Highway in Wallowa County. These claims amount to $171.06 for the Yaquina Bay and Toledo-Simpson Creek Section jobs and $460 for the Rock Creek-Wallowa Section job and represent materials furnished and hauling.

This information is given you inasmuch as you appear as surety on the bonds involved.

Very truly yours,

H. B. Glaisyer
Secretary

AM

cc -
The Consolidated Highway Co.
519 Henry Bldg.
Portland, Oregon

McCollister & Campbell
300 Central Bldg.
Seattle, Washington

Local and Long Distance Hauling

— Wood & Coal —

1829
1851
1850

Building Materials of All Kinds

HORNING TRANSFER
TOLEDO, OREGON

PHONES: Day 1-M
Night 57

RECEIVED
MAR 24 1937
OREGON
STATE HIGHWAY COMMISSION

March 22, 1937.

Oregon State Highway Department,
Salem,
Oregon:

Gentlemen:

We have a account against The Consolidated Highway Company that is past due, and have been unable to get a satisfactory reply from them since they left here.

One hundred seventy one dollars and six cents is for material and hauling on their job here in Toledo and Newport, and Four Hundred Sixty Dollars for moving equipment to the Wallow job which they now have.

We would like to have you advise us what procedure will be necessary for us to use to collect this account;

Thanking you in advance for this service.

Very truly yours,
Horning Transfer.
By: Kenneth R. Beal.

RECEIVED
MAR 2 1937
FOR FILING

133-a

March 2, 1937

United States Fidelity & Guaranty Company
G. B. Eckles, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1850 for the construction of the approaches to Yaquina Bay Bridge on the Oregon Coast Highway in Lincoln County has been completed by the contractor, Consolidated Highway Company, Inc., and that final settlement will be made by the State with said contractor for work done under this contract, on or after March 12, 1937.

The State has been advised of the claim of R. B. DeLapp in the sum of $424.14 for hauling material against Consolidated Highway Company, Inc. You are advised that the State assumes no responsibility for the above claim or for any claim which may be filed against this contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information, we wish to advise that the total amount paid the above contractor in connection with this contract will be $79,519.62, including the final payment. Of this amount $206.48 was for force account.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

RECEIVED
FEB 9 1937
FOR FIL

CONSOLIDATED HIGHWAY COMPANY, Inc.
PORTLAND, OREGON

133

RECEIVED
FEB 8 1937
OREGON
STATE HIGHWAY COMMISSION

February 6th, 1937.

Oregon State Highway Commission,
Salem, Oregon.

Attention, Mr. S. H. Probert,

Gentlemen:

Your letter under date of February 4th, 1937. In reference to the final estimates on the Yaquina Bay, Doty Ranch-Danebo Road and Oak Hill-Doty Ranch Sections.

We find after checking through these figures that we would like to re-check the Mineral Aggregate on the Yaquina Bay as we have tickets that shows a reverse in State-owned Mineral Aggregate and what we crushed and furnished for Mineral Aggregate.

Mr. Dann and Mr. Doherty will try and check these tickets over with you on Monday, February 8th.

Yours very truly,

CONSOLIDATED HIGHWAY COMPANY, INC.

By John Logan

JL:AL

1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
FOR FILING
133-16

February 5, 1937.

IN REPLY PLEASE
REFER TO FILE NO.
21-1006

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith.

Dear Sir:

There is attached hereto a copy of the Engineer's explanation of overruns and underruns exceeding 10 per cent of the preliminary estimate on the Yaquina Bay Bridge Approaches project.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock
J. W. Nash

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

January 22, 1937.

IN REPLY PLEASE REFER TO FILE NO.
21-1006

Consolidated Highway Company, Inc.,
424 Henry Building,
Portland, Oregon.

Gentlemen:

At a recent conference with you at your Portland office, you presented verbally three claims for extra compensation in connection with your contract No. 1850 - Yaquina Bay Bridge Approaches. These claims have been given due consideration, with the following dispositions and reasons therefor:

Claim No. 1. Force account for clearing and grubbing top soil borrow pit.

The clearing specifications provided that the lump sum bid shall cover all clearing and grubbing required on the project, including borrow pits. The top soil provided for in the contract did not total the amount needed and required, so it was necessary to provide a borrow pit for top soil, as none of the indicated borrow pits were suitable for this purpose. I consider we are within our contract rights in requiring this clearing under the lump sum bid price. However, there is a question, since top soil borrow was not anticipated and special care had to be taken to select a suitable location for such borrow. We will, therefore, allow this claim, and resubmission of your force account covering same will be approved and passed for payment.

Claim No. 2. Watering the north end bridge embankment prior to curb and bituminous macadam construction to obtain maximum compaction and avoid possible subsequent settlement.

You are referred to the special provisions covering grading and in particular to "Special Embankment Construction Required at Bridge Ends" on page 6. This section sets forth particularly the requirements for the compaction of the embankment materials at the bridge ends as part of the grading work, and in paragraph 3 requires such sprinkling work as is necessary to thoroughly compact the fills. On page 8 are listed the pay items covering all grading construction. The item of sprinkling, provided for in the contract for which a bid was received, applies only to the macadam work. This claim will not, therefore, be allowed.

Claim No. 3. Force account for flagging traffic through the job from the time the bridge was opened on August 26 for a period of 15 days, the contractor making claim that the special provision on page 31 allowing him 15 days for the completion of the grade and rocking after the opening of the bridge, was a period in which he should have been allowed to work without interference from traffic.

I quote from the special provisions and standard specifications covering this contract as follows:

Page 30:

"* * * and the work shall be coordinated with the construction of the bridge to the end that the grading and surfacing work may be completed, and the highway opened to traffic at the earliest possible time after the completion of the bridge.

"The bridge is expected to be completed about August 31, 1936. Completion by that date is not guaranteed, * * *. Non-completion of the bridge within the expected time will not, however, relieve the contractor of his obligation to entirely complete all work specified to be done under the contract. Neither will such non-completion entitle him to extra compensation of any kind."

Page 31:

"* * *. The placing of rock sub-base and rock base shall, however, be carried to completion as soon after the new bridge is completed as is possible.

"In the foregoing references to the completion of the bridge, completion of the bridge shall be understood to mean completion to the state when it is ready to have the highway traffic put over it. Completion shall not be understood to mean completion of details not essential to the carrying of traffic.

"Within fifteen (15) days after the new bridge is ready to be opened to traffic, the contractor shall have brought the grading work and the construction of surfacing to a state of completion which will make it practicable to thenceforth route the Oregon Coast Highway traffic over the new roadway and new bridge.

"In case the contractor fails to have the grading work and surfacing construction work completed, to the extent above specified, within fifteen (15) days after the bridge is ready to receive traffic, he (the contractor) shall pay to the State as liquidated damages to partially reimburse the State for the expense of continuing the operation of the Yaquina Bay Ferry, the sum of fifty dollars ($50.00) per day for the number of days (Sundays and holidays included) by which he fails in meeting this requirement.

"After the grading work and surfacing construction work has reached a state of completion which will make it practicable to handle the highway traffic over the new roadway and new bridge, the highway traffic shall be routed over the new roadway and new bridge, and all work remaining to be done under the contract shall be performed while traffic is so routed."

Page 10, Standard Specifications:

Protection of Property and Persons

In the performance of the work to be done under the contract, the contractor shall use every reasonable and practicable means to avoid damage to property, injury to persons and loss, expense, inconvenience and delay to property owners and others. He shall provide protective devices and flagmen wherever and whenever needed, and in the performance of the work he shall use no means or methods which will endanger unnecessarily either the persons or properties of others.

Page 15, Standard Specifications:

Openings of Sections to Traffic

Whenever, in the opinion of the engineer, any roadway, or portion thereof, should be opened to traffic, it shall be so opened. If such roadway or portion thereof shall previously have been finished in a manner acceptable to the engineer, the contractor shall be relieved of the maintenance thereof, but if it has not been previously so finished, it shall be maintained in a serviceable condition by the contractor at his own expense, until such time as it is finished in an acceptable manner.

From the above provisions it is clear that the contractor was required to complete the grading and macadam up to and including the base course, at the earliest possible moment after the bridge could be used. A maximum limit of 15 days' time was provided to do this work. For failure to complete the work to this extent within 15 days, a penalty was provided. It was assumed and made clear that the remainder of the work to be done would be performed under traffic and the contractor was obligated under the standard provisions mentioned to take such precautions as required to protect persons and property, at his own expense.

Your belief, from your statement made to me the other day, that the bridge was opened to traffic on Saturday, September 5, is in error. The barricades were removed and the bridge opened for public use at eight o'clock A. M., September 6. Flagmen that were used in the ferry operation were assigned to flagging work at and on the bridge, and performed the necessary flagging duties during the Sunday and Labor Day period. Any flagging work which you performed prior to this time or subsequent to this time was work which you deemed necessary for your own protection under the contract provisions which required you to protect persons and property. Contrary to your statement, Mr. Johnson, our Resident Engineer, informs me he did not instruct you to put flagmen on the work when the bridge was opened to public use. This claim must, therefore, be denied, since it was not authorized as special work and is entirely covered by the contract provisions.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock ✓
H. G. Smith
S. H. Probert
B. O. Johnson

Form 228—5M—5-36

133a

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED
JAN 11 1937
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

For Week Ending January 9, 1937, 193

Section Yaquina Bay ~~XXXXX~~ Bridge Approaches

Kind of work Grading and Surfacing

Highway Coast

Section prefix 21-1006

Contractor Consolidated Highway Co

Contract number 1850

Date of contract April 16, 1936

Date of completion September 30, 1936, 193

Date work started April 27, 1936, 193

Estimated date of completion , 193

Amount of contract $ 75,767.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 75767.50

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 4700.00, 6.2 %

Date project was completed October 23, 1936, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Thorpe, Spencer and Downey worked Tuesday, Wednesday and Thursday running property lines to intersection with R^W lines in order to complete setting RW. posts and pins. Completed setting ~~XXXX~~ posts.

Mr Furrow wished to have party make some precise angle ties in connection with the bridge structure but due to strongwind blowing all week it was post poned.

Weather was very cold and windy Wednesday to Friday inclusive. Saturday, rain wind and snow.

Signed

Address Newport Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	TENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#1850

RECEIVED
JAN 6 1937
FOR FILING
133-a

January 5th, 1937.

Mr. Leo C. Brayton,
c/o Arlington Hotel,
Arlington, Oregon.

Dear Sir:

Your letter of December received. In reference to work done on our contract #1850 Yaquina Bay Bridge, it is apparent to me that you were employed as a Flagman at approximately $20.00 per week. You then requested a job as timekeeper or clerk in our office, which was given you at Newport. Your duties were to assist in keeping the time, payrolls, classifications of men etc.

You received and signed for your pay every week and was satisfied until sometime after your services were no longer necessary. You now claim overtime for the office work which was your duties.

Our decision will be strenuously to resist any such claim as you are presenting to us.

Yours very truly,

CONSOLIDATED HIGHWAY COMPANY, INC.

By

President,

JL:AL
cc Walter Cline, U.S.F.& G.
cc James McFarland, Ore. State Highway Dept.,

RECEIVED
JAN 2 1937
FOR FILING
133-a

ss Referenced To
150-C

#1850 + 1851

December 31, 1936

Shell Oil Company
1220 S. W. Morrison Street
Portland, Oregon

Attention: Frank J. Hurner

Gentlemen:

Reference is made to your letter of December 11 in regard to Contracts Nos. 1850 and 1851.

Contract No. 1850 was completed on October 23 and accepted by the State Highway Commission on November 18. The final estimate is now being prepared for payment.

Contract No. 1851 is not completed.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

Dict. by W. C. Crews/ce

RECEIVED

ontract # 1850
Completed Oct 23
accepted Nov 18 { Est. Final not made up.

Contract 1851
Not Completed

ANY
ET TELEPHONE ATWATER 7321

r 11, 1936

State of Oregon
Highway Department
Salem, Oregon

Attention - Mr. Glaisyer

Gentlemen:

Re: Consolidated Highway Company

Will you please tell us if Consolidated Highway Company's contract Nos. 1850 and 1851 have been completed? If these projects are finished, will you kindly furnish us with the acceptance dates?

Thank you for your assistance in this matter.

Yours very truly,

SHELL OIL COMPANY

FRANK J. HERNER
Division Credit Manager

RER:GC

REFERRED TO
Crews
BY SECRETA

please look up information

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

December 11, 1936

State of Oregon
Highway Department
Salem, Oregon

Attention - Mr. Glaisyer

Gentlemen:

Re: Consolidated Highway Company

Will you please tell us if Consolidated Highway Company's contract Nos. 1850 and 1851 have been completed? If these projects are finished, will you kindly furnish us with the acceptance dates?

Thank you for your assistance in this matter.

Yours very truly,

SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

RER:GC

REFERRED TO
Crews
BY SECRETA

please look up information

#1850

RECEIVED
DEC 29 1936
FILING

133-a

December 29, 1936

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Consolidated Highway Company, Inc., for the construction of the Approaches to Yaquina Bay Bridge on the Oregon Coast Highway in Lincoln County, Contract No. 1850. This paymnt will be made on or after January 8th, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

UNITED STATES DEPARTMENT OF AGRICULTURE

~~733~~

December 10, 1936

Consolidated Highway Company, Inc.
517 Henry Building
Portland, Oregon

NOTED
State Highway Engineer

Gentlemen:

The property owners along West Second Street sent a delegation to the last regular meeting of the Common Council. This delegation testified that your trucks had cut up and damaged their street to such an extent that the labor required in former years to keep it passable no longer sufficed. It further represented that you had assured them that the road would be left in as good if not better shape than when you began using it.

This street has never been improved or maintained by the City. However, the property owners have donated their own resources and labor to keep the street in a very satisfactory condition.

This seems to be a Company obligation. The City will rock the [illegible] [illegible] used by the Company and charge the cost of the rock and labor to the extra rock [illegible] the Company has billed the City. Please let us know if this is satisfactory or let us know what you propose doing about the matter.

Very truly yours,

Engineer for the City of Newport

cc. [illegible]
[illegible]

FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon WPH 133-A
South Approach to Yaquina Bay Bridge,
Oregon Coast Hwy.

133-

November 20, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

L Caufield

By L. J. Caufield
Highway Engineer

Encls.

hon

ER-A4pi 5349

Form P. R. 2

State Oregon

U. S. Works Program Highway Project No. WPH 133, Sec. A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of September, 1936

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935, (Public Res. No. 11, 74th Cong.):

Whereas the Highway Department of said State submitted on the 21st day of April, 1932, revised project statement, which was approved by the Secretary on the 13th day of May, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 27th day of February, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty-three thousand, four hundred ninety-three and 60/100 dollars ($53,493.60) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935, (Public Res. No. 11, 74th Cong.) and any part thereof not provided from such funds shall be met from State funds available under Chapter 175, laws 1917; Chapter 31, laws 1920.

(include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 230+64.6 at the south end of Yaquina Bay Bridge and survey station 259+97.11, all in Sec. 17, T. 11 S., R. 11 W., W.M.

, length 0.555 of a mile~~s~~ in Lincoln County, being Section A of Ore. U.S. Works Program Highway project No. WPH 133, consisting of 0.555 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~[illegible]~~.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of fifty-three thousand, four hundred ninety-three and 60/100 dollars ($53,493.60), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifty-five thousand, five hundred two and 10/100 dollars ($55,502.10), the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, laws of 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 6th day of Nov., 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By F. J. Lowell
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

[redacted]

SECRETARY OF AGRICULTURE

By
Acting Chief, Bureau of Public Roads

PBb.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. U.S. Works Program Highway WPH 133-A, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 55,502.10 as the total estimated cost of said project, and the sum of $ 53,495.60 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 6th day of Nov. one thousand nine hundred and thirty-six

Secretary of Agriculture,

By
Acting Chief, Bureau of Public Roads.

BDB.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8—[illegible]

RECEIVED
NOV 16 1936
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

133-a

November 13, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPH Project No. 133-A South Approach to Yaquina Bay Bridge, Oregon Coast Highway, Lincoln County, was made by a representative of this office on October 26, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Jm

RECEIVED
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FOR FILING

133-ae
150-e

November 12, 1936

Mr. R. B. De Lapp,
2240 No. 5th Street,
Salem, Oregon.

Dear Sir:

We thank you for you for your letter of November 6th advising that your claim in amount of $424.14, for hauling against the Consolidated Highway Company, Inc., had been settled

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

cc to United States Fidelity & Guaranty Co.,
G. B. Eckles, Manager, Bedell Bldg., Portland.

cc to Consolidated Highway Co. Inc.,
Henry Bldg., Portland.

#1850 +
1851

CONSOLIDATED HIGHWAY COMPANY, Inc.
PORTLAND, OREGON
517 Henry Bldg.
November 6, 1936

November 6, 1936

Consolidated Highway Company, Inc.
517 Henry Bldg.
Portland, Oregon

Gentlemen:

I hereby release any and all claims against the Consolidated Highway Co., Inc., on my account dated October 29, 1936. I also agree that any and all bills in connection with Oregon State Highway Commission Contracts #1850 and 1851 have been settled for.

Yours very truly,
R B De Lapp

Ralph W. Skopil.
2240 N. 5th

REFERRED TO
BY SECRETARY

acknowledge receipt of this and send copy of same to contractor and surety

HBS

FORM 5-A-1 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RE... NOV 1...
FOR...

133-C

November 6th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

May we have your concurrence in an extension of time of the Consolidated Highway Company on their Contract #1550, Yaquina Bay Bridge Approaches, Federal Project WPH 133-A,C.

The project was completed within the time limit except the oiling. Only a limited number of oiling contractors are available for these small projects. The oiling crew for this work was busily engaged in completing oiling work in Eastern Oregon and in Clackamas County and was unable to get at this job until the early part of October. It is uneconomical for a contractor to organize an oiling crew for such a small job.

Traffic was allowed over the bridge before the completion date, and since the traffic was not unduly inconvenienced, nor engineering costs increased, it is recommended that the extension be granted from September 30th to October 23rd, 1936 without penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AH

cc to: R. H. Baldock

600 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECE
NOV 13 193

F

133-a

November 5, 1936.

21-1006

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. B. Glaisyer.

Dear Sir:

Referring to the application of the Consolidated Highway Company for an extension of time on their Yaquina Bay Approaches job, contract No. 1850, it is recommended that the time extension be granted from September 30 to October 23.

The delay in this work was due to the lack of oiling equipment. A limited number of oil contractors and oiling organizations are available for these jobs, and it so happens that all the oiling work comes at a late period in the summer and in the early fall. The oil crew that was to do this work was busily engaged completing other required oiling work in Eastern Oregon and in Clackamas County, and they were unable to get at this job until the early part of October. The grading and rocking work had been completed and awaited the oil mat construction prior to the time limit of the contract. It is recommended, therefore, that the extension be granted without penalty.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith

#1850
x

RECEIVED
NOV 7 1936
FOR FILING

133-a

November 5, 1936

U. S. FIDELITY & GUARANTY COMPANY
G. B. Eckles, Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have received from the office of the Secretary of State three copies of a notice of claim by R. B. McLapp, in the sum of $424.14. against the bond taken from the Consolidated Highway Company, Inc., principal, and the U. S. Fidelity & Guaranty Company, surety, for trucks furnished for the hauling of material in connection with the construction of the Toledo-Cimpeem Creek Section of the Corvallis-Newport Highway, in Lincoln County (State Highway Contract No. 1851) and the approaches to the Yaquina Bay Bridge Section of the Oregon Coast Highway, also in Lincoln County (State Highway Contract No. 1850).

Onesof these copies is being sent to you as surety on the bond furnished by the contractor, and the other is being forwarded to the contractor, Consolidated Highway Company, Inc.

Very truly yours,

Secretary

MBL

Encl.

cc - Consolidated Highway Company

November 5, 1936

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This will acknowledge receipt of your letter of October 30 enclosing three copies of a notice of claim by R. B. DeLapp for $424.14 against the Consolidated Highway Company, Inc., for work on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County (State Highway Contract No. 1851), and on the approaches to Yaquina Bay Bridge section of the Oregon Coast Highway, in Lincoln County, (State Highway Contract No. 1850).

Copies of this notice of claim are being sent to the contractor and to the surety on his bond.

Very truly yours

Secretary

MBL

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

October 30, 1936

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by R.B.DeLapp for $424.14 against the bond taken from Consolidated Highway Company Inc., principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Toledo Simpson Creek Section of the highway in Lincoln County and Yaquina Bay Bridge, contracts No. 1850 and 1851, which was received from Ralph W. Skopil, Attorney, Salem, Oregon, and filed as of October 29, 1936.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
enc. 3

TO THE STATE HIGHWAY DEPARTMENT OF THE STATE OF OREGON

Notice is hereby given that the undersigned, R. B. DeLapp, has a claim for trucks furnished for the hauling of material for the Consolidated Highway Company Inc. in the sum of $424.14 against a bond taken from the United States Fidelity Guaranty Company, whose resident agent is G. B.Eckles,Bedell Building, Portland, Oregon, for material hauled on job No. 1851, Toledo Simpson Creek Section of Corvallis, Newport Highway in Lincoln County, also on job No. 1850, approaches to the Yaquina Bay Bridge on Oregon Coast Highway in Lincoln County. This claim is filed pursuant to Section 67-1101 Oregon Code Supplement 1935.

R. B. DE LAPP

STATE OF OREGON,)
) ss.
County of Marion.)

I, the undersigned, R. B. DeLapp, do, on oath, depose and say that I am the one and the same R. B. DeLapp that furnished trucks to the Consolidated Highway Company Inc. on Job No. 1851, Toledo Simpson Creek Section of Corvallis, Newport Highway in Lincoln County, and also job No. 1850, approaches to Yaquina Bay Bridge on Oregon Coast Highway in Lincoln County.

R. B. D E LAPP

Subscribed and sworn to before me this 29th day of October, 1936.

(SEAL)

R. W. SKOOIL
Notary Public for Oregon

My commission expires Sept. 17, 1939

Endorsed: File No. 2563
Filed October 29, 1936
EARL SNELL
Secretary of State

(Stencil #28) UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon WPH 133-A

POST OFFICE BUILDING
PORTLAND, OREGON

September 11, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

Encls.

7-35

COMMISSIONERS
ENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

133-a

August 12, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. George H. Otten.

Dear Sir:

In making the borrow for the completion of the north approach to the Newport bridge and the filling necessary in the parkway area under the bridge, we had planned to use material from a street connection to the highway through a sand cut. This street connection was desired by the City, and you looked over this borrow location and approved it some months ago.

This connection comes into the highway through an existing cut bank on the highway. I believe we should level this cut in both directions to give better sight distance and eliminate the hazard of what otherwise would be a blind entrance. This additional material is needed for our borrow, and I wish you would, in the near future, take a look at this and see if it will in any way affect your beautification program in this vicinity.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock ✓
H. G. Smith

NOTED

cc

X

FORM 5-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

133-a

August 8, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. F. D. Eason,
Division Engineer,
Salem, Ore.

Dear Sir:

I note in a letter from B. O. Johnson that he is advising the Consolidated Highway Company to "Close down their plant" until their oil rock meets with the specifications.

In my experience with contractors, I have found it more satisfactory to use some other means than ordering a shut-down of the plant. In the present instance I would advise them that no more material will be accepted, nor any tickets issued for material, until certain corrections were made. This, of course, really amounts to the same thing, but I believe there is a technical difference which leaves us free from the charge of unduly interfering with the contractor's operations.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓

NOTED
State Highway Engineer

#1850

x

FORM 401 P. 2-36 5M

133-a.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

6TH FLOOR YEON BUILDING
Portland, Oregon

RECEIVED
AUG 6 1936
ATWATER OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: CONSOLIDATED HIGHWAY CO., INC.
517 Henry Building
Portland, Oregon

It is our understanding that the Consolidated Highway Company have two different operations in the vicinity of Toledo, Oregon, one identified as Contract 1850 and the other as 1851.

We will greatly appreciate your giving us further details in connection with Contract 1850 on the attached contractor questionnaire. We enclose herewith a business reply envelope for your convenience.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

T. J. Awbrey
District Credit Supervisor

LH:B
Encls

FORM 5-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

133-a

July 17th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. F. D. Eason
Division Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

I got Logan on the phone yesterday, and he advised that the shovel would arrive for the Newport project by Monday.

I believe this to be correct, as Mr. McFarland advised that they were attempting to secure a permit to transport the shovel over the roads on Sunday. This request was not granted, but it is anticipated that the shovel will be there by Monday.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 8-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

July 15th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. F. B. Eason
Division Engineer
Office

Dear Sir:

Please report definitely on the progress of the grading work which the Consolidated Highway Co. Inc. is making on the Yaquina Bay Bridge.

If they have not started actual grading work, please contact them personally to see that they do so immediately even to the extent of reducing forces on their other jobs.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

133-A

June 30, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the South Approach to Yaquina Bay Bridge, Project No. WPH 133-A.

Due to errors in the quantities given by the plans quantity summary sheet, it has been necessary to make the following corrections to conform the agreement estimate quantities to those given in the contract:

Truck Haul, - Changed from 70,000 yd. mi. to 68,000 yd. mi.
Trench Excavation (Roadside Improvement), - Changed from 100 cu. yds. to 90 cu. yds.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ME

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPH 133-A

SOUTH APPROACH TO YAQUINA BAY BRIDGE OF THE OREGON COAST HIGHWAY IN LINCOLN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 13, 1936

Roadwork (Sta. 230+64.6 to Sta. 259+77.11)

All Required		Clearing and Grubbing		$ 2,622.05
60	cu. yds.	Trench Excavation	$1.00	60.00
10,000	cu. yds.	Excavation, Single Classification	0.24	2,400.00
35,400	cu. yds.	Special Borrow, South of Bridge	0.26	9,204.00
1,000	yd. stas.	Overhaul	0.02	20.00
68,000	yd. mi.	Truck Haul	0.12	8,160.00
0.56	mile	Finishing Roadbed and Slopes	1000.00	560.00
110	lin. ft.	18" Concrete Pipe	2.65	291.50
160	lin. ft.	36" Concrete Pipe	7.50	1,200.00
450	lin. ft.	Concrete Curbs	0.60	270.00
2,100	cu. yds.	Rock Subbase	1.40	2,940.00
850	cu. yds.	2½" - 3/4" Rock in Surfacing	1.84	1,564.00
350	cu. yds.	1½" - 0" Rock in Surfacing	1.93	675.50
750	cu. yds.	3/4" - 0" Rock in Surfacing	1.93	1,447.50
50	cu. yds.	½" - 0" Rock in Parking Areas and Footpath	2.50	125.00
400	cu. yds.	Hauling and Placing State-owned Rock	0.60	240.00
280	cu. yds.	Filler	0.40	112.00
280	cu. yds.	Hauling Filler	0.20	56.00
280	M-Gals.	Sprinkling	2.00	560.00
630	cu. yds.	Placing Mineral Aggregate	1.80	1,134.00
250	cu. yds.	Crushing and Placing Mineral Aggregate	4.00	1,000.00
49	tons	Asphalt in Place	40.00	1,960.00
5	tons	Emulsified or Cutback Asphalt in Seal Coat	40.00	200.00
			Subtotal	$36,801.55
			10% Engr. & Cont.	3,680.15
			Total	$40,481.70

Length	0.555 mile
Cost per mile	$72,940.00

Roadside Improvement (Sta. 230+64.6 to Sta. 259+97.11)

90	cu. yds.	Trench Excavation	$1.00	$ 90.00
21,600	cu. yds.	Excavation, Single Classification	0.24	5,184.00
3,000	yd. stas.	Overhaul	0.02	60.00
2,100	cu. yds.	Placing Top Soil Cover	1.40	2,940.00
75	cu. yds.	Class "D" Concrete	22.00	1,650.00
9,000	lbs.	Metal Reinforcement	0.05	450.00
350	cu. yds.	2½" - 3/4" Rock in Surfacing	1.84	644.00
200	cu. yds.	1½" - 0" Rock in Surfacing	1.93	386.00
100	cu. yds.	3/4" - 0" Rock in Surfacing	1.93	193.00
20	cu. yds.	½" - 0" Rock in Parking Areas and Footpaths	2.50	50.00
70	cu. yds.	Filler	0.40	28.00
70	yd. mis.	Hauling Filler	0.20	14.00
70	M-Gals.	Sprinkling	2.00	140.00
		Subtotal		$11,829.00
		10% Engr. & Cont.		1,182.90
		Total		$13,011.90
		Length	0.555 mile	
		Cost per Mile	$23,444.86	

WPA Funds Requested:

Roadwork -	$40,481.70
Roadside Improvement - - - - - - - - - - - - - -	13,011.90
	$53,493.60

	Roadwork	Roadside Improvement
Estimated Labor Required	19,000 man-hours	5,500 man hours
Cost of Labor	$12,000	$3,500
Cost of Materials	$ 2,400	$ 700

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

Oregon State Highway Department

U. S. Works Program
Project No. WPH 133-A

SOUTH APPROACH TO YAQUINA BAY BRIDGE ON THE OREGON COAST HIGHWAY IN LINCOLN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 26, 1936

Roadwork (Sta. 230+64.6 to Sta. 259+97.11)

All Required		Clearing and Grubbing		$ 300.00
60	cu. yds.	Trench Excavation	$ 1.00	60.00
10,000	cu. yds.	Excavation, Single Classif.	0.25	2,500.00
35,400	cu. yds.	Special Borrow, South of Bridge	0.30	10,620.00
1,000	yd. sta.	Overhaul	0.03	30.00
70,000	yd. mi.	Truck Haul	0.15	10,500.00
0.56	mile	Finishing Roadbed and Slopes	200.00	112.00
110	lin. ft.	18" Concrete Pipe	2.25	247.50
160	lin. ft.	36" Concrete Pipe	6.50	1,040.00
450	lin. ft.	Concrete Curbs	0.60	270.00
2,100	cu. yds.	Rock Sub-base	1.20	2,520.00
850	cu. yds.	2½" - ¾" Rock in Surfacing	2.00	1,700.00
350	cu. yds.	1½" - 0" Rock in Surfacing	2.00	700.00
750	cu. yds.	¾" - 0" Rock in Surfacing	2.00	1,500.00
50	cu. yds.	⅜" - 0" Rock in Parking Areas and Footpaths	2.00	100.00
400	cu. yds.	Hauling and Placing State-owned Rock	0.70	280.00
280	cu. yds.	Filler	0.50	140.00
280	yd. mi.	Hauling Filler	0.20	56.00
280	M-Gal.	Sprinkling	1.50	420.00
630	cu. yds.	Placing Mineral Aggregate	1.50	945.00
250	cu. yds.	Crushing and Placing Mineral Aggregate	3.50	875.00
49	tons	Asphalt in Place	30.00	1,470.00
5	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00	150.00
			Subtotal	$ 36,535.50
			10% Engr. & Cont.	3,653.55
			Total	$ 40,189.05

Length	0.555 mile
Cost per mile	$72,412.70

Roadside Improvement (Sta. 230+64.6 to Sta. 259+97.11)

100	cu. yds.	Trench Excavation	$ 1.00	$ 100.00
21,600	cu. yds.	Excavation, Single Classif.	0.25	5,400.00
3,000	yd. sta.	Overhaul	0.03	90.00
2,100	cu. yds.	Placing Top Soil Cover	0.50	1,050.00
75	cu. yds.	Class "D" Concrete	25.00	1,875.00
9,000	lbs.	Metal Reinforcement	0.06	540.00
350	cu. yds.	2½" - ¾" Rock in Surfacing	2.00	700.00
200	cu. yds.	1½" - 0" Rock in Surfacing	2.00	400.00
100	cu. yds.	¾" - 0" Rock in Surfacing	2.00	200.00
20	cu. yds.	⅜" - 0" Rock in Parking Areas and Footpaths	2.00	40.00
70	cu. yds.	Filler	0.50	35.00
70	yd. mi.	Hauling Filler	0.20	14.00
70	M-Gal.	Sprinkling	1.50	105.00
			Subtotal	$ 10,549.00
			10% Engr. & Cont.	1,054.90
			Total	$ 11,603.90

Length 0.555 mile
Cost per mile $20,907.92

WPH Funds Requested:

Roadwork- $ 40,189.05
Roadside Improvement- - - - - - - - - - - - - - 11,603.90

$ 51,792.95

	Roadwork	Roadside Improvement
Estimated Labor Required	19,000 man-hours	5,500 man-hours
Cost of Labor	$ 12,000	$ 3,500
Cost of Materials	$ 2,400	$ 700

NON-PARTICIPATING ITEMS

(Crushed Rock in Stockpile - Furnished under Contract No. 1611)

Roadwork

400	cu. yds.	2½" - 1½" Crushed Rock in Stockpile	$ 1.95	$ 780.00
400	cu. yds.	2½" - ¾" " " " "	1.95	780.00
130	cu. yds.	¾" - ⅜" " " " "	1.95	253.50
100	cu. yds.	⅜" - ¼" " " " "	1.95	195.00
				$ 2,008.50

133

May 12, 1936

Consolidated Highway Company, Inc.
424 Henry Building
Portland, Oregon

Gentlemen:

We are forwarding to you today by express a fully executed copy of contract # 1850, awarded to you on April 16, 1936, for grading and bituminous macadam on the approaches to the Yaquina Bay Bridge on the Oregon Coast Highway in Lincoln County.

This copy is for your records and files.

Very truly yours,

Secretary

DP

Seattle 19 2-7-36 10M

e [illegible]50 e

TELEPHONE: MAIN 7772

McCOLLISTER & CAMPBELL, INC.
GENERAL AGENT
RAINIER BUILDING, 208 MARION STREET
SEATTLE, WASH.

123 1 & 2

RECEIVED
MAY 5 1936
OREGON
STATE HIGHWAY COMMISSION

May 4, 1936

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Re: Contract No. 1850 - Oregon Coast Highway Approaches to Yaquina Bridge.
Contract No. 1851 - Corvallis-Newport Highway, Toledo - Simpson Creek Section.

The Consolidated Highway Company has sent to us the above contracts and bonds for execution on behalf of the Surety. We have executed these papers and have sent them to you by todays express.

Will you kindly forward the Bonding Company's copy of these contracts to our office, and greatly oblige

Very truly yours,
McCOLLISTER & CAMPBELL, Inc.,
By D H McCollister

DHM-s

USF&G
FORTIETH
YEAR

133 a & C

April 20, 1936

Consolidated Highway Company, Inc.
424 Henry Building
Portland, Oregon

Gentlemen:

The State Highway Commission awarded to you on Thursday, April 16, 1936, the contract covering 0.64 mile grading, 0.56 mile bituminous macadam surfacing, and furnishing crushed rock in stock pile on the approaches to the Yaquina Bay Bridge on the Oregon Coast Highway in Lincoln County, based on your bid of $76,767.50 and awarded to you in combination with your contract for the Toledo-Simpson Creek Section of the Corvallis-Newport Highway.

You may consider this letter as your authority and our request to begin operations immediately. Contract forms will be sent to you shortly for execution.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number and classification of laborers needed for such work.

Yours very truly,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

DP
cc G. S. Paxson

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

APR 21 [illegible]
OREGON
HIGHWAY

April 16, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Works Program Highway Projects Nos. WPH 133-A and WPH 133-C, approaches to Yaquina Bay Bridge on Oregon Coast Highway, to Consolidated Highway Co., Portland, Oregon, who submitted the low combination bid covering FAP 150-C, WPH 133-A and WPH 133-C, in accordance with the stipulations set out in the specifications covering these projects.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Tran

133-A

[illegible]

[illegible] qualification by [illegible]

This bid appears to be irregular in that the qualification [illegible] apparently change the specifications. The bid will be read, the conflicting clauses studied and a decision rendered at 3 P.M. today.

March 10, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the bid proposals sent to you for the Yaquina Bay Bridge Approaches, Projects Nos. WPH 133-A and WPH 133-C.

Please make the following corrections:

Special Provision Page 32 - Change in second line, "on March 13th" to "in April."

Special Provision Page 35 - Delete paragraphs under subheads, "Consideration of Bids," "Project May be Bid in Combination" and "Bid May be Contingent, etc."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

133-a

February 27, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request of Mr. Davis by telephone, we are sending, under separate cover, five blueprint copies each of the three drawings showing wall details for the South Approach, Coos Bay Bridge Section, Project No. WPH 133-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

[illegible] 1 1936
[illegible] HIGHWAY [illegible]

March 31, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are today recommending for approval revised papers covering Oregon WPH Project No. 133-A, the South Approach to Yaquina Bay Bridge, Oregon Coast Highway, subject to final review and approval by the Chief Engineer. This is your authority for readvertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 29 1936
OREGON
STATE HIGHWAY COMMISSION

February 27, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon U. S. Works Program Project No. WPH 133-A, the South Approach to Yaquina Bay Bridge, Oregon Coast Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

TMDavis
By
T. M. Davis
Highway Engineer

Jwr

FORM 5-5-1 1M 9-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

135 o C

Project Correspondence Data

February 13, 1936.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith are special provisions, detailed estimate, 3 sheets of Federal Aid plans and mass diagram of the proposed Yaquina Bay Approaches project, also a set of detail plans from Mr. Otten's department, covering the proposed roadside improvement work.

We have covered in a general way the specifications to apply on the various items on this roadside improvement work, but, since considerable of this work is somewhat unusual, it will be left to Mr. Probert's judgment as how best to handle it. Specification and design for the wall work will come from the Bridge Department. All items of grading, excavation, trench excavation, subbase and surfacing rock involved in the roadside improvement work are included in our estimate quantities.

The right of way requirements for the borrow two miles south of South Beach have been completed, as reported by the Right of Way Department. The City of Newport has given us assurance that there is an abundance of borrow material available within one-half mile of the north end of the structure on city-owned property. Steps are being taken to secure a letter from the city council making this material available and showing the exact locations of same on a city map.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock

FORM S-A-1 6M 9-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

135woe

Const
Projects
Primary Hwy

January 29th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
Office

Attention: Mr. Eason

Dear Sir:

I think it advisable to let the Yaquina Bay Approaches at the March 5th, letting in order that the contractor can excavate in the sand while there is moisture in the ground, and in order that the two small jobs at Florence and Alsea Bay can have the advantage of a larger job being let in the same vicinity at the same time.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 1812 Ends with: Contract# 1850

FLASH CARDS: Begins every Contract

Remarks:

Reel No. 25 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film: Recordak AHU microfilm 1960

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 6 day of May, 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Scott G. Rhoden